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37 Park Row, New York.
Are our sole agents in that city, and are authorized to contract for advertising at our lowest rates.

PUBLISHER'S NOTICE.—Accounts from this Office have been made out for advertising, subscriptions, &c. Many of them are due upwards of twelve months, and it is hoped they will be paid when presented.

The Standard.

SAINT ANDREWS, OCT. 25, 1871.

E. & N. A. Railway Celebration.

This grand and imposing affair has already been so fully reported by the St. John Press, and given to the public, that to reproduce the reports is unnecessary, but we may mention that the opening of the European and North American Railway was celebrated with great eclat at Bangor on Wednesday last, and was international in its character. The President of the United States, Gen. Grant, with a number of his Cabinet, Lord Lisgar and members of the Privy Council, with leading men of the United States and Dominion were present. The festivities are described as being imposing and grand. The marching of the troops with their bands added interest to the pageant. The President and Lord Lisgar were together in a barouche in the procession. The Land, speech, &c., gave the greatest satisfaction, and the people from this Province speak in the highest terms of the cordiality and kindness of the Bangor citizens. Among the high officials present in addition to the President, were the Secretary of the Navy, Secretary of War, and Postmaster General of the United States, with leading members of the Senate, House of Representatives, and the Governor of Maine. Lord Lisgar was accompanied by the Secretary of State of the Dominion, the President of the Council, the Minister of Customs, the Minister of Marine and members of the Senate and House of Commons. The Lieut. Governor of New Brunswick, the President of the Council and several of the leading citizens of the Province. The President of the Council of Nova Scotia, and prominent men of that Province.

On Thursday morning the train left Bangor with the President, Lord Lisgar and other officials, with a large company of gentlemen from Maine and the Province for Vancouver, or as it is called in this Province "St. Croix." The train arrived about half-past 2 o'clock and at the same time the trains from St. John, Fredericton, St. Stephen and St. Andrews. Among the gentlemen from St. John we noticed, the Attorney General, T. W. Anglin, M. P., E. Willis, M. P., J. H. M. M. P., W. Jack, Esq., D. S. Kerr, Esq., Dr. Earle, W. M. Smith, Esq., Inspector of Steamers, Capt. H. Chisholm, of the International Steamers, and others. Fredericton was represented by its Mayor, Hon. J. Covert, G. E. Fenety, Esq., Queen's Printer, Chas. McPherson, M. P., the members of the Press and others. St. Stephen had a large delegation among whom were the Hon. W. Todd, the Hon. John McAdam, J. Bolton, M. P., Z. Chipman, Esq., R. Watson, Cashier of St. Stephen Bank, Mr. Main, of the "Courier," their Battery of Artillery, and others. St. Andrews was represented by Gen. D. Street, Esq., H. Osburn, Esq., Manager N. B. & C. Railway, J. W. Street, T. T. Odell, J. R. Bradford, W. D. Hart, Esq., and others. One of the pleasing features of the arrival was the firing of Salutes, fired by the U. S. Artillery, and secondly by Capt. Rose's St. Stephen Battery; the firing by this Company was equal in precision to anything we ever heard of.

An immense Tent was erected at Vancouver Station, and the President and Governor General entered followed by the large company. There were upwards of twenty tables filled with a great variety of substantial and delicacies. The President of the U. S. Section of the E. & N. A. Railway Co., acted as Chairman; on his right sat Gen. Grant, with members of his Cabinet, the Chaplain, Gov. Wilmot, &c., on the left of the chairman was Lord Lisgar, his Cabinet ministers, Gov. Petland of Maine, and others according to rank. At the other tables were the remainder of the guests. A blessing was invoked by the chaplain, which for its length could not be exceeded. Dinner being over, the chairman rose and delivered an address of welcome to the President of the United States, the Governor General of the Dominion their respective suites and all present. We cannot do more in the limited space at our disposal than merely refer to some of the leading points in the speeches.

The chairman spoke as follows: Gentlemen.—On this boundary line between two great nations, we cordially welcome the President of the United States and the Governor General of the Dominion of Canada and their peoples at the opening ceremonies of the European and North American Railway, which traverses from Bangor, Maine, to Saint John, New Brunswick—which is to connect by rail Halifax with Boston and New York, and which must forever be the shortest connecting link between London and San Francisco. In the comparatively near future, we look for a mighty stream of ocean travel between Europe and Asia across this continent, reaching the Pacific, to the line of railway now finished, and by other lines projected, some of which, it is now certain, will be completed in a few years, and all of which will find the shortest route to Europe on the railway you have been passing over to-day. I have now the honor of presenting to you the President of the United States.

President Grant replied as follows:—It is a great pleasure for me to be here to-day, to see the people of these two great nationalities

celebrating in friendly union this grand event. It is an enterprise which is calculated to stimulate commercial progress, and to foster friendly relations between the peoples of the two countries through which it passes. I congratulate you upon the successful completion of the road, and I trust it may prove in every respect a success.

Lord Lisgar, Governor General was the next speaker; his speech was dignified, classical, and gave evidence of the scholar and gentleman. He commenced by saying that he was happy to receive as representative of the Queen so highly a welcome from a company composed of so many distinguished men of the great United States and of the Dominion. He was highly honored by being introduced to, and having been associated with, that distinguished man and soldier, the President of the United States. The combination of peoples from different nationalities made the festival an interesting one, and tended to celebrate a union of more intimate bonds than had hitherto existed between these two great peoples. He hoped the Railroad would meet with the fullest success; he had come to pay a tribute of respect to the President, and also to evince his interest in the Railway. He referred to the Washington Treaty, adding that to the Dominion was reserved the right of assenting to the Fishery portion of that Treaty. The Gov. Gen. referred to several other matters of interest.

Lieutenant Governor Wilket next addressed the large assemblage with much force and enthusiasm, alluding to the rapid strides made by his native Province, the new Free School Act, &c. Gov. Petland, of Maine, made a fair speech, and concluded by saying he put himself under the care of Gov. Wilmot, and was going in search of the famous "down-east."

The Hon. S. L. Tilley thanked those present for the hearty cheers which greeted him on rising to speak, particularly as they came from some whom he recognized as former political opponents. He had been a friend of the Railway from its inception, and felt proud of his efforts. He stated that New Brunswick had incurred a debt of \$6,000,000 for Railroads, Nova Scotia \$1,000,000, to which the Dominion had given an additional \$1,000,000 making a total expenditure of \$14,000,000; and adverted to the fact that only three beside himself were present who took part at the meeting in Portland twenty-one years ago—an event which had brought the two nations a thousand miles closer together than heretofore, and hoped when they met to celebrate the completion of the line to Halifax, they would be honored by the presence of the President of the United States.

The Hon. Mr. Crowell, Postmaster General of the United States, made an admirable speech, congratulating the people of North America on the completion of the Railroad. His had Railway officials to deal with most of his life, and found them the sharpest of men. It was but a few days ago, one of the persons he met on this Road asked him to give the mails carried over the line. He had just received a dispatch from his friend McMillan, of New Brunswick, in which he asked to be provided with good mail service. His friend Campbell, of the Dominion, would also be wanting an arrangement for carrying the mails over the Railway; and friend Munsell, of London, would also require a similar service. He would require a guarantee of perpetual peace before agreeing to all these requests, as some "Trent" affair or "Fenian raid" might turn up to make disturbance. He came "from a fish county, and was brought up on fish, so did Ben. Butler, but Butler was more fishy than he," but to change a word in a verse of St. Paul's, he said "if fish maketh my brother to offend I will eat no fish while the world standeth." He wanted a perpetual peace—something on record that would ensure it. He did not want to be in a position that if John Bull should get angry and Jonathan make naughty faces at him, he might be told some day, "take the mails out of the way for a while, as they wanted to have a little fight." His object was to make peace between the peoples of the English speaking nations, and to see it done to the tune of "God Save the Queen" and "Hail Columbia." He would give orders at Washington at once to give the best Postal Railway accommodations, and as soon as practicable the mails shall be distributed between the boundary and New York. During his speech he was frequently cheered, and was evidently popular with all present.

The following gentlemen followed with brief speeches: the Hon. Mr. Barry, of Massachusetts, Dr. Loring (who made allusions to unpleasant difficulties long since gone by) the Hon. Mr. Ely, the Secretary of the U. S. Navy, and ex Postmaster Dennison.

The large party broke up with cheers for the President and Queen Victoria. The cars Westward and Eastward then started on their return to the train to St. John bringing the Governor General and suite, leading men from the United States and Provinces. The arrangements by Manager McLeod and Manager Osburn gave the utmost satisfaction. The next evening a celebration dinner was given at the Victoria Hotel, St. John, at which the Governor General and other distinguished persons were present.

The first through passengers by Railway from St. Andrews to New Orleans, were John Aymer and wife, B. F. Milliken and family, who left here on the 17th inst.

The County Court was opened on Tuesday, Judge Stevens presiding. His Honor's charge to the Grand Jury was eloquent and impressive, and touched upon the principal events of the past year. There were criminal and civil causes entered for trial.

The steamer "City of St. John," will leave on Wednesdays and Saturdays for St. Andrews and St. Stephen returning to St. John on Mondays and Thursdays.

NEW ORGAN.—The Roman Catholic congregation of this place, have, with their usual liberality, purchased a splendid Mopson & Hamlin Organ, for their church. The organ has two banks of keys, and contains the following stops, viz: Bourdon, Diapason, Flute, Principal, Hautboy, Piccolo, Coupler, and Expression. It is surmounted by an imitation Pipe Organ top of great design. This organ is one of the largest of its kind, and is especially designed for Churches or large Halls. It is said to possess great sweetness combined with a large volume of tone, and with several stops is susceptible of a great many combinations. Mr. Laphry, the accomplished organist of the Cathedral at St. John, who is now putting up the organ, hopes to have it ready by this evening, and will perform on it, about 7 o'clock, to show its capacity and power. The public are invited to attend.

SUMMARY.

THE NEW HOTEL work is progressing favorably; the cellar excavation is nearly completed, and Mr. Handy, the contractor for the masonry has a large quantity of stone quarried and commenced building the wall.

Mr. Mulligan has raised the house recently purchased by him, and several carpenters are at work on the building, the store is to have a glass front. Robert Bell is contractor for the work.

Mr. Beckerton's store and dwelling is fast arriving at completion, and will be ready for occupation in a fortnight.

Mr. Williamson has had the large house repaired, recently purchased by him on Water street, and is removing to it. The painting of the outside will be commenced soon.

The hon. S. L. Tilley's cottage is to have a Mansard roof and other improvements put upon it during the present season.

The Cabot's Times has been much enlarged and improved.

The Charlotte County Agricultural Society's Exhibition.

We should like those croakers who assert that our climate is not adapted to farming, to have been present at the County Society's Exhibition at their grounds, Bay Side, on Wednesday last; if their doubts would not have been dispelled, they had better emigrate to some valley in the South. Practical evidence was given of the capabilities of our soil when judiciously cultivated; the Show was highly creditable to our agriculturists. The animals and articles exhibited were numerous and of excellent quality. Upwards of \$130 were awarded for premiums and paid.

Below is a list of the Premiums awarded, handed us by the Secretary:

BLOOD MARKS.
James McBride; 2nd, James Orr; 3rd, Robert Eastman.

COLTS 3 YEARS OLD.
James Orr; 2nd, Wm. McCarlie.

COLTS 2 YEARS OLD.
Hugh Falcon; 2nd, Jas. McFarlane.

COLTS 1 YEAR OLD.
Chris. Greenlaw; 2nd, Samuel Craig.

SPRING COLTS.
Robert Eastman; 2nd, James McBride.

PAID HORSES.
Wm. McCarlie; 2nd, L. Lawrence.

THOROUGH BRED BULL.
John Curry; 2nd, Joseph Linton.

BULLS 2 YEARS OLD.
J. H. Mowatt.

THOROUGH BRED COW.
Geo. S. Grimmer; 2nd, Jas. McFarlane.

HIFER 2 YEARS OLD.
N. T. Greenhead; 2nd, Fred. Bradford.

YEARLING HIFER.
Geo. S. Grimmer; 2nd, Robert Eastman.

HIFER CALF.
John McFarlan; 2nd, Ben. Johnson.

OXEN PAIR.
John McFarlan.

STEERS 1 YEAR OLD.
W. H. Simpson.

STEERS 2 YEARS OLD.
John McFarlan.

STEERS 3 YEARS OLD.
James McFarlan.

RAMS UNDER 4 YEARS.
Alex. Gilman; 2nd, Saml. Craig.

EWES.
Saml. Craig; 2nd, John McFarlan.

RAM LAMB.
Wm. Rollins.

PEN OF 5 LAMBS.
John McFarlan.

WHEAT, weight per bushel.
Joseph Linton, 62½ lb.
2nd, Alex. Gilman, 62½ lb.

BARLEY.
John Cathcart, 57 lb.
2nd, John Taggart, 56 lb.

OATS.
John Taggart, 45 lb.
2nd, James Orr, 43 lb.

BUCKWHEAT.
Joseph Linton, 55½ lb.
2nd, Thomas Orr, 43 lb.

BUSH BEANS.
John B. Hill, 65½ lb.

2nd, Thomas Orr, 62½ lb.

Thomas Orr, 65 lb.
2nd, James Linton, 64 lb.

YETCHES.
Thomas Finlay, 63½ lb.

INDIAN CORN.
John B. Hill; 2nd, Thomas Orr; 3rd, C. Greenlaw.

CELERY.
George Mowatt; 2nd, ———.

CABBAGES.
Edward DeWolfe; 2nd, J. Taggart.

POTATOES.
Edward DeWolfe; 2nd, James Linton.

JACKSON, Samuel Craig.
White Blueses, M. J. C. Andrews.

Early Rose, Chris. Greenlaw.
Moss Rose, John B. Hill.

Peach Bloss, M. J. C. Andrews.
Scotch Drums, Samuel Craig.

MANGOLD WURTZEL.
Thomas Orr.

PARSNIPS.
George Mowatt.

SQUASHES.
Chris. Greenlaw; 2nd, J. Linton.

ONIONS.
Joseph Linton; 2nd, John Taggart.

CABBAGE.
Ben. Pettigrove.

TURNIPS.
Ed. DeWolfe; 2nd, James McFarlan.

GRASS SEEDS.
Thomas Orr.

DIYED WOOLLEN CLOTH.
James Linton.

SATINETT.
J. Linton; 2nd, Jesse C. Barlett.

COTTON & WOOL, COLOURED.
James Linton; 2nd, John McFarlan.

FLANNEL ALL WOOL.
John McFarlan.

Twilled Flannel Cotton and Wool.
John Taggart.

Plain Flannel Cotton and Wool.
John Curry; 2nd, John B. Hill.

Woolen Socks.
John Cathcart; 2nd, W. H. Simpson.

Mitts.
John B. Hill; 2nd, Robert Eastman.

Gloves.
John Cathcart; 2nd, James Linton.

Dyed Woolen Yarn.
John B. Hill.

White Wool Yarn.
John B. Hill; 2nd, W. H. Simpson.

Sheep's Gray Yarn.
John B. Hill; 2nd, W. H. Simpson.

Blankets.
John B. Hill; 2nd, W. H. Simpson.

Hearth Rugs.
James McBride; 2nd, James Orr.

Patchwork Quilts.
Emily Hartford; 2nd, Ed. DeWolfe.

Butter.
Chris. Greenlaw; 2nd, Geo. Mowatt; 3rd, Ben. Pettigrove.

Honey.
Ben. Pettigrove; 2nd, James Orr.

Pot Flowers.
Luther Lawrence.

Fruits—Apples, assorted.
Luther Lawrence; 2nd, John Cathcart; 3rd, Chris. Greenlaw.

Fowls—Pure bred.
Black Spanish, John Curry.

Brahms, Edward Stinson.
Dorkings, Ben. Pettigrove.

Pen mixed.
M. J. C. Andrews; 2nd, ditto.

Pen Turkeys.
John Taggart; 2nd, Chris. Greenlaw.

Unenumerated Articles.
Fancy Counterpane Needlework by Joseph Linton.

Counterpane woven by John Cathcart.

Fancy worked chair cover by A. Gilman.

Cushion by Joseph Linton.

Velvet Cushion by Emily Hartford.

Tomatoes by John H. Mowatt.

Tomatoes by Geo. Mowatt.

Change which Flour undergoes in Barrels.

When flour is kept for some time in barrels, it assumes a certain smell, known as the barrel odor. In order to ascertain whether the bread making properties of the meal were deleteriously affected by this modification, the "Journal of Applied Chemistry" states that Professor Pocke has subjected several specimens to a critical examination, and he finds that the flour undergoes a decided change. The pure normal flour contained 11.06 per cent gluten and 1.44 per cent soluble albumen, but, after keeping, the following results were obtained:

No. 1.	No. 2.	No. 3.	No. 4.
Gluten,	8.37	7.40	7.23
Albumen,	2.14	3.90	4.44

From this table it is manifest that the relations of the constituents were materially affected by storing the flour in barrels. The author found that greater deterioration took place in the interior of the package where the air could not get access to the flour than on the surface and that meal kept in bags was less likely to undergo change.

A Novel Railroad.

A novel tramway or railroad has been lately built in Turkey, by an English engineer, the propelling power of which is not steam but animal, horses or mules being employed. A single rail is laid on sleepers, and the carriage has wheels in the center on the same longitudinal line. Through

the car runs a balancing pole, the two ends of which, projecting three feet or more, are secured to saddles on the backs of mules. The animals will thus be one at each side of the load instead of in front, as ordinarily. It would be impossible for the cart to turn over, because in order to do so, it would have to force one mule to the ground and lift the other in the air; and, moreover, as the floor would only be six inches above the rail, an overturn would be of no account. All the weight in the cart, if evenly distributed, would bear upon the rail, and the animals, having no load on their backs, would be able to exert considerable traction power. The inventor suggests its employment not only for military purposes but also for tramways in large cities; and says that, where space is very valuable, a horse or mule on only one side of the cart would be sufficient. In towns, on bridges, and other important places, the rail might, for a short distance, be dispensed with; and the passenger vehicles should be fitted with a small friction wheel on either side, so that if a horse should fall down, the balance of the carriage would remain undisturbed.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Oct. 17, schr. Eliza Frances, Hunt, Salem, Mass.

18, E. Bowditch, Clark, Salem, Mass.

19, Julia Clinch, Mulcahy, New York.

Flour &c. J. R. Bradford & others.

21 Albert, Nickerson, Portland, Me., to W. Whitlock & others.

Matilda, Stinson, St. Stephen, gen. cargo to sundry.

Ulrica, Maloney, Boston, Flour &c.

Greta, Stinson, New York.

CLEARED.

Oct. 20, schr. Harriet, Sheehan, 2350 sleepers, J. Leighton.

Franklin Coats, Boston, 1540 sleepers, by Goodnow & Co.

Opray, Sprague, Boston, 1600 sleepers, 4108 posts, Robinson & Glenn.

Albert, Nickerson, Annapolis, Flour &c.

25, E. Bowditch, Clark, Boston, 2200 sleepers, R. Ross.

FLLOUR, CORN, PORK, &c.

OCTOBER 23d, 1871.

Landing ex "Mary Ellen," from New York.

230 Bbls extra State Ohio and fancy Flour.

16 ½ bbls family

2 Tierces "Sugar cured" Hams

20 bbls heavy Mess Pork.

5 " clear

200 Bushels Corn, &c.

Oct. 25, 1871. J. W. STREET.

NOTICE.

ALL persons having any claims against the Estate of Hugh Maxwell, late of St. Andrews, deceased, are requested to present the same duly attested within three months from date hereof; and all persons indebted to the said Estate are hereby requested to make immediate payment to H. H. HAUGH, ISAAC SNODGRASS, Executors. St. Andrews, Oct. 25, 1871. 3m

GOVERNMENT HOUSE, OTTAWA.

Thursday, 12th day of October, 1871.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under the provisions of the 1st Section of the Act 31st Vic. Cap. 51, intitled: "An Act for better securing the payment of the duty imposed on tobacco manufactured in Canada," His Excellency has been pleased to Order, and it is hereby Ordered, that the Port of St. John, in the Province of Ontario, be and the same is hereby added to the list of Ports mentioned in the said Act, at which raw or leaf tobacco may be imported into Canada.

WM. H. LEE, Clerk Privy Council.

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Government House, Ottawa, Thursday, 12th day of October, 1871.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and in pursuance of the provisions of the 8th Section of the Act 31st Victoria, Cap. 6, intitled: "An Act respecting the Customs,"

His Excellency has been pleased to order, and it is hereby ordered, that the place known as "McAdam's Junction," in the Province of New Brunswick, situate at the intersection of the European and North American Railway, and the Railway between St. John in the said Province of New Brunswick and Bangor, in the State of Maine, in the United States of America, be and the same is hereby constituted and erected into a Port of Entry to be designated and known as the "Port of McAdam's Junction."

WM. H. LEE, Clerk Privy Council.

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New Brunswick and Canada Railway and Branches.

ON and after Monday, October 16th, until further notice, Trains will run daily as follows:—

UP TRAINS leave St. Andrews at 9 a. m., and St. Stephen at 10 15 a. m., for Woodstock and Hamilton.

DOWN TRAINS leave Woodstock and Hamilton at 9 a. m., for St. Andrews and St. Stephen.

These Trains connect at McAdam Junction with Trains on European and North American Railway to and from St. John and Fredericton.

HENRY OSBURN, MANAGER.

Railway Office, St. Andrews, Oct. 16, 1871.

D. J. Seeley, Agent, Water St., St. John, N. B.

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