

TELEGRAPH NEWS

LONDON, Sept. 25.

Queen Victoria is suffering from rheumatism in the foot. Newcastle is inundated with foreign workmen. The Princess of Wales will soon return from the Continent. Republicans in Spain have determined to remain quiet for a time.

New York, Sept. 25.

There was a great fire in San Francisco on Saturday night. Loss a million dollars, and several firemen injured, some fatally. The Conlin-Hughes crew have challenged any crew in the United States to run a five or six mile race for \$1,000 to \$5,000.

The electric flash—its velocity and measurement. A correspondent of the New York 'Evening Post' gives the following interesting description of the experiments of Professor Rood and others in the measurement of electrical velocities.

A wheel painted black and carrying a distinct white point on its circumference is provided with some means of giving it a uniform rotation. If the wheel make one revolution in one sixth of a second, the white point will appear as a continuous circle; for any impression produced on the eye remains during one sixth of a second, the first during one revolution of the wheel all the successive positions on the circumference occupied by the bright point remain impressed on the eye and hence the circle appears unbroken. Now, if a flash of light in the place of the white point should last one sixth of a second, the circle would appear complete; but if it lasted one twelfth or one twenty-fourth of a second, then would the point describe one half or one quarter of the circle.

On Wednesday last, the Sabbath School Hymn Class of the Presbyterian Church of St. Andrews, with their pastor the Rev. Mr. Keay, and a number of the members of the congregation, went by rail to Rolling Dam Presbyterian Church to give a Concert of Hymns, the proceeds to be applied to completing the Church and obtaining a Library for the Sabbath School. On arriving, after singing the 100th Psalm and asking a blessing, the refreshments taken up and others provided by the leader of the congregation were heartily enjoyed, and after a brief interval the congregation assembled and the concert was given. After some remarks on the nature, value, and beauty of Hymns in general, and on each hymn as it was announced, a number were sung by the class, led by Miss Mowatt, their organist, on the Melodion kindly loaned for the occasion by James Russell, Esq. All passed off delightfully. The day proved quite favorable for enjoyment and the party returned by afternoon train, much gratified with the pleasure of the excursion and the success of the concert. The sum obtained for the objects contemplated was \$33.70.

It may be suggested in connection with the above, that the congregations of the various denominations in town might during the summer make Sabbath School and congregational visits with great pleasure to themselves and advantage to their country brethren, in a similar manner, and might encourage and assist them in their endeavors to carry on their christian work, giving, as in the concert above, musical and religious delight from the beautiful Hymns which their young are taught; pleasures, in a great many cases in rural districts quite unknown.

A LARGE FIRE took place in the City of St. John, on Thursday night last, which destroyed nearly a whole square, in fact it was one of the worst fires which has occurred in the City for many years. The fire commenced in rear of the Fountain House on King Square, destroying several houses and stores on King Square and Union Street; among the buildings burned are some hotels; the Park Hotel was on fire but was saved, several tables were destroyed but the horses got out in time. The firemen and populace worked hard but their efforts were unavailing. The loss is variously estimated at from \$50,000 to \$100,000.

The Members of the Cabinet, Honble Mr. Tilly and Dr. Tupper are we understand to leave in a few days for Ottawa, to remain until next season. Dr. BENNET, has retired on his duties as Principal of the High School, St. John. Quite a large number of leading men were present, and congratulated the Dr. on assuming his duties.

THE PARIS AND TYNE CREWS.—The Daily 'News' says that the negotiation between the backers of the Paris crew at Montreal have come to an inglorious termination. The many squabbles in which the latter have indulged to keep from making a match, whilst they would have the world to believe they were desirous of meeting our oarsmen, have at the last resulted in a clear and unmistakable back-down. The bold and determined stand taken by the St. John backers, in their last telegram, to make a match with the Renforth crew, even though they had to pay them to enter the contest, left no room for the excuses previously made for declining, and they had to back down even from Mr. Walton's written proposal to row the St. John crew at Springfield on the 16th October, provided they were paid £100 sterling for their expenses. The whole story is briefly told in the following telegram, received on Saturday afternoon, which leaves no room to expect that a race between the crews can now be arranged:

"MONTREAL, Sept. 23. 'Could not make a match. I conceded the hundred pounds, and then made Hogan stakeholder, with power to appoint referee in case crews could not agree. They then wanted articles to suit themselves, and I signed them having my approval. In fact they did not want to row, and would have crept out of it some way. I have got Walton's offer in writing.'"

S. M. PETTINGILL & Co. 37 Park Row, New York. Are our SOLE agents in that city, and are authorized to contract for advertising at our lowest rates.

The Standard.

SAINT ANDREWS, SEPT. 27, 1871.

GRANT TO THE HOTEL COMPANY.—The Sessions carried out the wishes of the townspeople, by granting all the vacant land on the Commons between the Railway Track and Patrick Street—the lowest street of the Town—to the Hotel Company for the nominal sum of \$1. This was good policy, and with the liberal amount taken by the Town (\$5,000) in Stock, will we believe ensure the building of the Hotel. We have heard several mechanics assert that they would be willing to take stock in the undertaking, as soon as the Company entered into a contract for its construction. The old foggy ideas and obstructive opinions, are fast dying out, before their desire for progress and advancement which we are happy to state are daily increasing. The people feel that they cannot afford to be while all around is advancing. The energetic Directors of the hotel company, will now no doubt push the work on as fast as circumstances will permit. Visitors during the past summer frequently declared that all that was required to make St. Andrews a fashionable summer resort was a large hotel, and the erection of bathing houses. They all expressed themselves pleased with the place, its balmy air, delightful drives, sea bathing and general hospitality of its people.

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A TRAP.—We beg to direct attention of the Commissioner of Streets, to the well (now dry) at the head of King Street on Pape of Wales St. The well is in the centre of the street, and the covering removed, leaving a trap which the unwary might fall into dark nights. Permitting the well to be dug there was an illegal proceeding; and now that there is no use for it, the hole should be covered over or filled up. Were anyone to fall into it and get maimed or killed an action we are informed could be taken against the Town.

THE FIRESIDE FRIEND for September is an excellent number, containing many choice original articles in the several departments. All the writers whether of fiction, science, health, temperance, masonic or other subjects, are persons of celebrity. Published by R. L. Hamilton, New York, price \$2 U. S. per annum.

THE PARIS CREW we learn from the 'Freeman,' are to retire as 'Champions of the World,' on the 1st October, if no response is received to their challenge. They are justly entitled to that honor, after their numerous hard won victories. It is said that before laying off their Race Boat, they intend to row over the Kennebecasis course against time, to show what time a St. John crew can actually make over a six mile course, and thereby add another laurel to their fame as 'champions of the world.' It is probable that there will be an excursion on the day appointed for rowing, and that thousands will witness the race. All things being favorable, it is likely that they will make splendid time, and row the 6 miles in 30 minutes and 30 seconds or 37 minutes. After the race is rowed, would be an opportune occasion to present the noble crew with a substantial recognition for their prowess as oarsmen.

The rails have been laid to Bangor, the work of ballasting is proceeding rapidly, and on and after 10th October, passengers will be able to pass from St. John to New York, Chicago, San Francisco, and Duluth, and all the other real or imaginary, great cities of the United States, by rail. No idea can be formed of the improvements, of the great changes the completion of this railway system will produce in St. John. In immediate practical benefit will be many, whilst the new life and vigor that will result to us from a wide stream of travel, from a more speedy means of, and more general, intercourse with the energetic and busy people along the lines, will produce results that are now incalculable. The opening of the road about 10th October will attract a good many people here, and it would be well, we think, if some means of providing for their entertainment and pleasure could be agreed on. We think there is a disposition at Bangor to have that pass the head and front of the opening celebration, but St. John should not allow this.—Globe.

A Railway for Newfoundland.

A writer from St. John's, Nfld., to the Halifax Citizen says:—

'Some persons here are audacious enough to be talking about a railway across the Island. We do not think of a local line, but one right through the centre of the country—from St. John's to St. George's Bay—a distance of 258 miles—a steam ferry from the latter to Shipigan Harbor, Bay of Chaleur, would connect at that point with the Canadian American system of railway. We should like to have the shortest and safest route for passengers and mails between St. John's and Valentia, in Ireland, is a little over 1600 miles. Swift steamers would make this run in 4 1/2 or 5 days. The ocean passage would thus become a small affair, involving no more risk than crossing the Irish Channel. The dangers arising from fogs, currents and reefs along the thousand miles of American coast, on which so many vessels meet their doom, would be avoided.—After a run of four or five days passengers would land at St. John's—step into a railway carriage, and enjoy the pleasure of being whisked across Newfoundland in eight hours, amid scenery the most novel and beautiful, and, in twenty-four hours, would find themselves at Shipigan where a branch of the Intercolonial Railway would forward them to any part of the States or Canada in a few hours. This is not mere ranting. The distinguished engineer, Mr. Sandford Fleming, has been the first to suggest this route and to stamp it with his high approval. He is of opinion that it would prove a remunerative undertaking, and would attract to it a large portion of the passenger traffic and mail matter now passing between the two continents. The near future, he considers, will see it carried out; and he believes that a daily line of steamers across the ocean would find ample employment. Mails and passengers from London would reach New York in seven days by this route; Chicago in eight days; and San Francisco (via Chicago) in twelve days. When the Canadian Pacific line is constructed this link would be its natural completion, and would make St. John's N. F. its eastern terminus. A line of steamers from a port in British Columbia to China and Japan, and another line to Australia, would supply channels by which the commerce of Asia and Australasia would reach Europe across Newfoundland.'

We trust that the Immigration conference, now in session at Ottawa, may result in some practical good. Our wild lands are fast passing into the hands of private individuals, and should the present system of 'gobbling up' such vast numbers of acres by a few lumber speculators be continued, we shall soon have no land remaining whereon to invite immigrants to locate.—[Car. Sentinel.]

A New York paper says Sheriff O'Brien has issued a letter denouncing Tweed, Hall, Sweeney and Connolly, and denying the statement made in some of the papers that he was secretly in league with the ring.

HEAVY FIRE AT NEWCASTLE.—A fire broke out at Rundle's Mill, formerly the Harding Mill, Newcastle, at an early hour this morning, which destroyed the Mill and threatened the town with destruction, burning also a large quantity of deals belonging to Mr. Ritchie. The loss on the Insurance Offices will be heavy.—the Liverpool, London and Globe losing \$8,000; the Queen, \$10,000, and the North British, \$2,000.

SLAVIN'S RECAPTURE.—It appears that the report of the recapture of young Slavin at McAdam Junction, and his return to his old quarters, on Friday, was not true. A man at Vancouber, Me., met and recognized a man answering Slavin's description, and caused him to be arrested. He gave his name as Chambers, but subsequently confessed that he was Slavin, and expressed his willingness to die rather than return to the Penitentiary. Warden Quinton and Keeper O'Keefe left on Friday to obtain his extradition.

A Buried City in Maine.

AN ANCIENT FORT OVERGROWN BY CEDAR OAKS—PAVEMENTS, GUTTERS, AND A CANAL UNREARDED—THE ARCHÆOLOGISTS PUZZLED.

The last 'field day' of the Maine Historical Society was delivered by an address by Mr. R. K. Sewall, who said that at a special meeting of the Society, held at Augusta in February, 1869, the question of existence of paved streets at Penacook was discussed, some alleging ocular demonstrations, and others denying the fact. On motion of the Hon. J. W. Bradbury, a large committee of the Society was appointed to visit the spot. On the 26th of August following, that committee proceeded to Bristol, and found that half had not been told, for the sections of pavements, artistically built of beach cobbles, with perfect gutters and curbs, were opened and examined, unearched from the depth of a foot or more of soil, above which the tall-grass had long waved and often been shorn and made into hay.

Further examination disclosed other facts, showing that Maine had a mysterious but buried history, to unearth which the citizens of Bristol were promised a field-day exercise in two years from that date by the society, on condition that they would make fuller explanations of their ancient remains, and gather up for the use of the society all the fragments of history within reach, and a special committee was organized to take this duty in charge, the remarkable results of whose efforts in developing the archæology of this spot have seemed to justify the recommendation that a granite shaft here be raised in the interests of the history of Maine, to mark the 'beginnings' of New England here uncovered.

J. H. Hackleton, of Penacook, as the organ of the sub-committee, having in charge the exhibit of newly discovered remains, gave a most full and intensely interesting detail of facts, relics, and traditions, supported by affidavits of living eye-witnesses, showing that in 1836 a fragment of a gravestone was turned out by the plough near the ancient burial-ground of James' town, marked with the date of 1606. He exhibited a leaden ornament, apparently a tag to a roll or piece of cloth, dug up at N. Harbor in 1858, bearing date 1610, and English letter H in the centre. The affidavit of Mr. Fasset, that in 1753 the ancient canal showed remains four feet high, deep, and wide, bearing at that date maple trees eighteen inches in diameter. He also exhibited pipes from the apparent runs of an ancient factory there of the patterns of pipes of clay, in all respects like pipes classified, marked, and arranged in a museum of tobacco pipes in Guildhall, London, belonging to the times of James the First and Charles the Second of England, seen there by Mr. Dean, and now compared with the specimens shown. Spoons of the pattern of the Elizabethan period, and in all respects like those dug up at Goshold's landing, on the Elizabeth Islands, and found here, were shown. Mr. Hackleton also exhibited soil found in a locality of N. Harbor, where heaps of slop from the size of a bullet to a No. 2 have been taken out, 50 lbs. at a time, and 32 lbs. by weight, within the last five years, by his affiant, Joshua Thompson, of N. Harbor.

At this place are the ruins of an ancient fort, fifty-two feet by fifty-one, walls five feet thick, which, forty-seven years ago was overgrown with very large oaks, now cleared off. Full descriptions of the streets of Jamestown, pavements, remains of smitheries, as they were half a century ago, were given by eye-witnesses and laborers who had been employed to remove the ruins and level the streets, fill up the cellars and dig up the pavements, and erase the remains.

The British Colonist of Victoria, V. I., draws Mr. Langvin's attention to the immense deposits of freestone in that Colony, it says:—'In completing the arrangements for the construction of the Dominion Custom House and Post Office, we trust that Mr. Langvin's attention will be directed to the large deposit of freestone of the best quality at and in the vicinity of Nanaimo. The fact that the United States Government—with many descriptions to select from—after surveying Nanaimo stone to the severest tests, have adopted it in the construction of the finest building on the Pacific, should convince the Canadian Government that no better material than it can be obtained anywhere. The deposits are practically inexhaustible. Entire islands composed altogether of the sandstone are every where seen. Along the eastern shore of this island, near Nanaimo, the deposits are immense. The grain of this stone is fine and it is easily worked, is susceptible of a fine polish, and so far as the tests have gone, it is imperishable. A block of elegant buildings erected of Nanaimo freestone on the site of

the present Custom House and Post Office would add greatly to the appearance of the city, and enhance the value of surrounding property. In the construction of the dock at Esquimalt, Nanaimo freestone would be found invaluable.'

—The 'New Dominion Monthly' for October is received, and is filled with choice literature, original and selected. Terms \$1.50 per ann.

—The eruption of Mount Vesuvius, which has been more or less continuous during the past six months, and which has lately increased considerably in violence, is causing great apprehension as to the safety of the Italian ob-observatory of Vesuvius. The lava has already partially submerged the hill of the Canonero, on which the observatory stands; and the immediate erection of a strong dyke of scoria, so as to divert the stream of lava, is urgently asked for.

—S. Melody has started a report that Professor Agassiz has predicted a great upheaval of the waters of the Atlantic, which will throw upon our shores a tidal wave fifty feet high on the night of the 5th or morning of the 6th October.

—The Academy building in connection with King's College, Windsor, N. S., was destroyed by fire on Friday last.

—The health of Queen Victoria we regret to learn has not been improved by her residence in the Highlands.

—The Ladies of the Baptist Church at St. George realized \$200 by a recent bazaar. At Oak Bay a Wesleyan Tea Meeting made \$200.

—On and after the 2nd-October will make two trips a week, on Mondays and Thursdays.

—The postal money order system between the United States and Great Britain will go into operation on the 2nd October.

Counter-its of the Canadian fifty cent coin have been issued. They can be detected only by their light weight and a slight imperfection in lettering.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Sept. 20; Broadfield, Britt, Boston, Hides, R. Ross. 22; O'parry, Sprague, Portland, Flour, &c., R. Ross. Eliza Frances, Hant, Salem, ballast. 23; Matilda, Simson, St. Stephen, Suddries. Keulron, McWua, New York, Pork, Robinson & Glenn.

CLEARED.

Sept. 20; Nettie, Andrews, Boston, 75 Mt. Board, 75 Mt. scumling, D. H. Budget. 23; Daisy, Hanson, Portland, 1753 sleepers. J. Lighton, 801 Mt. sleepers, S. Brown. Elizabeth Rowley, Clark, Salem, 2652 sleepers, R. Ross. 25; Broadfield, Britt, Salem, 3,300 sleepers, R. Ross.

HOSE FOR SALE.

A young Horse siring 4 years old, kind in harness, is from good stock, and warranted. Will be sold as the owner has no further use for him. For price, &c., apply to THOS. FINLAY, Sept. 20, 1871.

Executors Notice.

ALL persons having claims against the Estate of JOHN INGRAM, late of St. Andrews, deceased, are requested to present the same duly attested, within three months from the date hereof; and all persons indebted to the said Estate are hereby requested to make immediate payment to the undersigned. LUCY MARIA INGRAM, St. Andrews, Sept. 19, 1871. Executrix.

STEAMER FOR North Shore.

WILL be received at this office until WEINEDAY the 20th day of October next, from parties willing to enter into contract to place a good and efficient Steamboat on the North Shore route, to ply between SHEDDIAK and CAMPBELLTOWN ON THE KESTIGOWIE RIVER. CALLING AT

RICHIBUCTO, CHATHAM, NEWCASTLE, SHIPPIGAN, CARAQUET, BATHURST, and DALHOUSIE.

On return calling at the same ports in reverse order—one week, commencing not later than the first of May and to continue until the middle of November. W. M. KELLY, Chief Commissioner. Department Public Works, Fredericton, 1st Sept., 1871. sept 20.

BANK OF BRITISH NORTH AMERICA.

CAPITAL £1,000,000 Sterling. Head Office—London, England.

Interest allowed on Money deposited at Four per cent per annum. Drafts granted on St. John a 3 per cent. Drafts granted on New York, Boston and Portland in U. S. Cy. a 4 per cent. Drafts granted also on Canada, Nov. Scotia and England. Night Drafts on New York, Boston and Portland in U. S. Cy. bought at par. American currency bought and sold. Notes discounted. Current Accounts opened to be drawn upon by Cheques. OPEN FOR BUSINESS St. Stephen daily from 9 a. m. to 1 p. m. and in St. Andrews, on Tuesday, Wednesday, and Saturday from Four to Six p. m. JAS. S. LOCKIE, AGENT.

Vertical text on the right edge of the page, including various notices and advertisements.