

Doing His Best.

Doing His Best.

He does well who does his best;
Is he weary? Let him rest.
Brothers! I have done my best,
I am weary—let me rest.
After toiling out in vain,
Baffled, yet to struggle vain;
After toiling long, to gain
Little good with little pain,
Let me rest. But may we lose
Where the hedgehogs roars blow;
Where the little daisies grow;
Where the winds a-Maving go;
Where the footpath rustics plod;
Where the breeze blows poplars not;
Where the old woods worship God;
Where his pencil paints the sod;
Where the walled turret sings;
Where the young bird tries his wings;
Where the wedding rover swings
Near the rattle's rushing springs!
Where at times, the tempest's roar,
Shaking distant sea and shore,
Still will rave old Borneado o'er,
To be heard by me to more!
There, beneath the breezy west,
Tired & thankful, let me rest,
Like a child that sleepeth best
On its mother's gentle breast.

ITEMS OF INTEREST.

The population of Memphis is now 40,927 Last year it was 43,497.

Spelling reform pays. Josh Billings has made \$100,000 by his writings.

The cream of the English people probably come from Cowes.—*Boston Transcript.*

In Oude and the northwest provinces

The wind always finds something to blow about, even if it only blows about

one's ears.—*Boston Courier.*

The man who is honest as the day is long is getting a little more honest as the day lengthens.—*New York Herald.*

A melancholy case of suicide—A naughty little boy, having been threatened with a whipping, immediately hung his head.

Queen Victoria receives from the government each year \$1,925,000, from which she is obliged to pay all her household expenses.

On Herr's island, Pittsburg, there is an immense establishment devoted to the manufacture of wax from paraffine. This wax is moulded into candles, and is a component part in chewing gum made in the East.

The girl that wants a lot of elbow room around the house is perfectly easy when seated with her young man in a buggy so narrow that a sheet of paper would crowd them apart if it were inserted between them.—*Dakiotensons Sentinel.*

The Cornwall estate, Lebanon county, Pa., noted for its mountains of iron ore, comprises, besides the furnaces and on the hills, 24,000 acres of land, partly in Lebanon and partly in Lancaster county, stretching away continuously eight miles toward Lancaster.

Nearly every pawnbroker in Chicago has loaned from \$30 to \$50 on a watch chain made of a remarkably close imitation of gold. The operators were two young men, who simply offered the chain as security, without saying that the metal was gold.

A Postal Card's Journey.

On the 9th of last October a Paterson schoolboy mailed the following postal card, which is self-explanatory:

7 P. M. PATERSON, Oct. 9, 1879

DEAR SIR: It is desired to find the shortest route from this city around the world. Will the postmaster of each place designated here please forward this with the utmost dispatch, together with a request to the post

when the postmaster is requested to mail it
L. B. GARRSIDE.

Paterson, New Jersey, U. S.
(London, Paris, Marseilles, Suez, A.
Bombay, Calcutta, Hong Kong, Yokohama
San Francisco)

The card returned to the sender
the 27th inst., covered all over
postmarks. These show that the
occupied in going from place to
was as follows:

New York to Liverpool.....	10 days.
Liverpool to London.....	3 days.
London to Paris.....	1 day.
Paris to Marseilles.....	1 day.
Marseilles to Suez.....	7 days.
Suez to Aden.....	7 days.
Aden to Bombay.....	7 days.
Bombay to Calcutta.....	3 days.
Remained in Calcutta office.....	3 days.
Calcutta to Hong Kong.....	18 days.
Hong Kong to Yokohama.....	28 days.
Yokohama to San Francisco.....	16 days.
San Francisco to New York.....	8 days.
Arriving at Paterson on.....	

Total time occupied.....110 days

Three days were lost in waiting
Calcutta office, and about eighteen
were wasted in delay from Hong
to Yokohama. With these delays
total would have been eighty-nine
still nine days in excess of Jules V.
imaginary trip, or eight days, if
he had, the gain of a day in
the sun.

THE STANDARD

PUBLISHED EVERY WEDNESDAY.

Advertising Terms

	1 inch.	2 in.	3 in.	4 in.	5 in.	6 in.	7 in.	8 in.	9 in.	10 in.
1st week	\$1.00	\$1.50	\$2.00	\$2.50	\$3.00	\$3.50	\$4.00	\$4.50	\$5.00	\$5.50
2nd week	1.50	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50
3rd week	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00
4th week	2.50	3.50	4.50	5.50	6.50	7.50	8.50	9.50	10.50	11.50

Local notices 10 cents a line, no charge less than 75 cents.

Advertising by the year as may be agreed upon. Bills payable quarterly.

New Rotary Power Job Press.

We have added to the Standard Office an "Alden New rotary power Job Press," and having tested its merits, pronounce it a No. 1 machine, capable of throwing off upwards of a thousand sheets an hour. With an addition of fancy type, we are prepared to execute with neatness and despatch, orders for blanks, bill heads, envelopes, cards and other printing, and solicit a share of public patronage.

VISITORS TO ST. ANDREWS and travellers generally, will be pleased to know that Mr. Alex. Kennedy has opened the building formerly called the "International," on Water Street, opposite the Manchester House. The hotel has been newly painted and papered, and a large hall erected, which affords increased accommodation. As usual, this house is supplied with the best from Provincial and United States markets. The popular character of Kennedy's Hotel will be maintained; and the general disposition of its proprietor, will render his house as deserving of patronage as heretofore, as he spares neither pains nor expense to accommodate his guests.

ST. ANDREWS LIBERAL CONSERVATIVE Association.

W. D. FORSTER, President.
Geo. S. GRIMMER, Vice-President.
J. R. BRADFORD, Secretary.
J. M. HANSON, Treasurer.
Committee—R. Stevenson, J. Mowatt, R. B. Morrison, M. J. C. Andrews, W. D. Hart, Wm. Morrison, Hugh Maloney.

The St. Andrews Standard.

SAINT ANDREWS, FEBRUARY 9, 1880.

EXPLANATORY.—The prevailing epidemic of influenza, in this County, has confined several persons for some days; we regret that all in this office have been suffering from the same affliction, and the office had to be closed a few days, which will explain the delay in issuing the paper, the labor having devolved upon the writer who has not yet recovered.

INTERNATIONAL OR MEGANTIC RAILWAY.

The recent negotiations with reference to the purchase of the Piscataquis road by the International (Megantic) Railway Co., are reaching a point, which call for action on the part of the property holders in St. Andrews and contiguous parishes, should they desire to partake of the benefits of so direct and short line from the principal marts in the Upper Provinces and great North West, will ensure to those shipping ports on the coast, which are open at all seasons, which afford easy access to and from the Atlantic. It is of little use to call upon Hercules to aid them; they must put their shoulders to the wheel and exert themselves—leave no effort untried, no stone unturned—be active, vigilant, public spirited, and persevere even should they encounter difficulties; work earnestly and diligently, offer every facility, and bestow gratuitously sites for wharves and warehouses, if they wish to secure their port as one of winter seaports for the commerce of the Dominion; for it is not probable that other seaports with less natural advantages but with larger populations and greater wealth, will quietly let St. Andrews be the only shipping port for the International Railway. In fact, St. Stephen, Calais, and whole valley of the St. Croix are interested in the project, and should unite in a hearty and determined effort to secure the line being made as near to the sea as practicable.

Then they should prepare to have direct and advantageous connections with the Dominion by utilizing the present railway as far as practicable, and building a branch from Joe's Point through the Parishes of St. Andrews, St. Croix, and St. David, to connect with the International line, which could be constructed at a comparatively small expense, by subscription, assessments on those parishes extending over a number of years, and possibly aid from the local government. The example set them by residents of St. George in originating and carrying on the Grand Southern railway is worthy of imitation by a people who possess the oldest railway in the Dominion, and who are interested in endeavoring to have their town a winter port for the International Railway with a safe and spacious harbor, deep water terminus, and easy ingress and egress from and to the sea, which has been heretofore described at length in the columns of the STANDARD. That it possesses great natural ad-

vantages is not denied. It behoves the people then, to be alive to their interests, work earnestly and persistently, to obtain connection with the International railway, and if possible have this port adapted as one at least, of the shipping ports for that railway.

It is not prudent to rely upon the promises of politicians, but labor to secure the end in view; should they succeed all will be well, but if unfortunately they do not, they will have the satisfaction of knowing that it was not for want of effort on their part to obtain for St. Andrews the privilege and advantage of being a large shipping port for the Dominion, and a return to the prosperity formerly enjoyed by the place.

An old English poet wrote,
"Despair of nothing that you would attain,
which was sound advice, and the song has it, put your shoulders to the wheel, is a motto for every man, is also good counsel.

With this brief introduction, we take the following extract from an article in the Portland Advertiser, indicating what the International scheme contemplates; as a matter of course it has a tinge of American interest, in its showing the advantages possessed by Portland and Boston to obtain a large share of the traffic:—

"The Dominion government has decided to subsidize a railroad from Lake Nepissing to Sault Ste. Marie. Lake Nepissing lies about midway between Ottawa and Sault Ste. Marie, and a railroad is already constructed to Pembroke, about one third the way to Lake Nepissing. The strait of St. Mary is the outlet of Lake Superior, and where the road crosses, it connects with the Canadian Pacific, already chartered, the route of which lies across the Michigan Peninsula, south of Lake Superior to Duluth, which is the eastern terminus of the Northern Pacific railroad. When this road and the one just subsidized are built, there will be a continuous, straight, short line, from the immense wheat fields of Minnesota, Dakota, and Manitoba to Montreal.

The direction of this road will be straight northwest. Nearly all that Western traffic, which, though immense, is but in its infancy, now comes by way of Chicago. Chicago is something like 500 miles South of the Northern Pacific, and the traffic which comes to New England from Chicago, by way of the Lakes and the Grand Trunk, bears northward some 250 miles. Therefore, whatever comes to New England from the Northern Pacific, via Chicago, makes a detour, first south and then north, of some 750 miles. The route from Chicago to New York is much more direct. This fact makes it immensely important to the New England railroads that the new Canada line shall be speedily constructed. The export trade of that new Northwest, has already become great. Its possibilities are beyond estimate. The Northern Pacific, even without a good eastern connector, has suddenly risen from bankruptcy to prosperity. Now look at the distances with reference to the export trade. From St. Paul to Liverpool, via Chicago and New York, the distance is 4,413 miles; while from St. Paul to Liverpool by this new route it is only 3,836 miles, a difference of nearly 600 miles. This difference is enough to enable Boston, Portland and Montreal to secure the great bulk of that traffic. Montreal is a seaport only about half the way to the transatlantic shipments of grain must always be made, for the most part, after the close of the St. Lawrence."

Quite correct. But are there not other seaports in Canada open all the year, and does the Advertiser forget or ignore the Province of New Brunswick with open harbors, notably the harbor of St. Andrews with its fine anchorage ground, deep water sheltered from the sea swell, and upwards of 300 miles nearer Liverpool than Boston in fact nearer Liverpool than any harbor in the United States. With such an immense traffic—such as will be possessed by the new railway, and with such splendid opportunities, the people of the Shiretown will undoubtedly bestir themselves, work, agitate, and strain every nerve to make the port one of the outlets for this trade. When once roused, they know no such word as fail—and, "where a will there's a way." They can bring an influence to bear to accomplish so desirable an end. The whole distance from St. Andrews to Montreal by the proposed new line would be about 389 miles, making the distance to Liverpool about 900 miles less than from any of the other ports named. "Foes" are chicks that winna ding and canna be disputed."

His honor Speaker Stevenson, and family, left by train, this Wednesday morning for Fredericton. The legislative session opens on Thursday.

During the past week, S. Johnson, of St. George, and Mr. George Clark, of St. Stephen, were in town.

We can only give the following extract from our correspondent "L. N. G." today. "I with others interested, wrote to Ottawa about our Dominion Election bills for Sep. 1878, and received the following reply, dated Ottawa, Feb. 15th. "Mr. Paul, the returning officer, has not forwarded his accounts for either the General Election or for the Election under the Temperance Act." How much longer are we to be kept out of money which ought have been paid fifteen months ago. Other information in the letter leaves no room to doubt that such delay will not occur again."

PRETTY STEEP.—A Bill in amendment of the Dominion Election Act, was introduced in Parliament on the 18th inst., to repeal the second and third paragraphs of section 19, and requiring the sum of \$300 to be paid to the returning officer, by each candidate on delivery of the nomination paper. The amount to be returned to the candidate elected, or of his obtaining at least half the number of votes polled in favor of the candidate elected, otherwise it shall accrue to Her Majesty. The sums so paid and not withdrawn by the candidates, shall be applied by the returning officer, towards the election expenses. The remainder if any, shall be paid over to the Finance Minister and Receiver General. The amendment will make more than two cautious about offering, as they would run a risk of forfeiting their \$300.

Public Documents.

The following Governmental Reports have reached this office, and will receive attention:—

Tables of the Trade and Navigation of the Dominion, for 1879.
Reports of Public Accounts, and Postmaster General, Inland Revenue, and Public Works, all for year ending 30th June 1879. Out of \$1,378,955 03, not one dollar was laid in Charlotte County, where there is so much required.

Report on the State of the Militia of the Dominion, for 1870.

EQUITY SALE.

There will be sold at the Weigh Scales, in the Market Square, St. Andrews, in the County of Charlotte, in the Province of New Brunswick, at twelve o'clock noon, on FRIDAY the twenty-eighth day of May next, pursuant to the decree of the Supreme Court in Equity made on the twenty-seventh day of January last past, in a certain cause therein pending wherein Joseph Hamblett and Eliza Hamblett are Plaintiffs, and Warren DeWolf, Maggie D. DeWolf, Emma DeWolf, William B. Hammond and Louisa Hammond his wife, Benjamin F. DeWolf, Lucy L. DeWolf, Charles B. DeWolf Kate B. DeWolf and Annie Mable Porter DeWolf are Defendants, with the approval of the undersigned, Barrister, the following mortgaged lands and premises described in the Plaintiffs' bill:

"All that certain piece or parcel of Land, situate lying and being in the Parish of St. Andrews in the County of Charlotte aforesaid, bounded and described as follows:—being the South East corner or moiety of the Berrington farm, so called, commencing at a cedar post placed on the dividing line between land owned by Thomas Barry, and the Southeastern part of said farm at a distance of seven rods in a southerly direction, along said line to the Northeast corner of the said Thomas Barry land, thence in a South Easterly direction along said line to a low water mark at Kat's Cove (so called), thence along the bank or shore at low water in a north easterly direction, crossing the Railroad to low water mark, thence following the course of the shore at low water mark, to the south-easterly line of land owned by Richard M. Andrews, Esquire, and thence along the said last mentioned line to the place of beginning; together with all the buildings and improvements thereon, subject however to certain covenants and reservations with regard to a road, made and to be made through the said piece of land to the railroad, contained in a deed made by Richard M. Andrews to the said Howard Trenholm, bearing date the twenty-seventh day of May in the year of Our Lord one thousand eight hundred and fifty seven, as by the said deed of reference thereto being had, will more fully appear." With the exception of that portion thereof conveyed by deed bearing date the fourteenth day of March, in the year of Our Lord one thousand eight hundred and fifty eight; by Howard Trenholm and Elizabeth his wife, to Wellington Hatch, and described therein as:—

"All that piece or parcel of Land or Water Lot and privilege, situated at Kat's Cove, so called, in the Parish of St. Andrews, bounded as follows: Commencing at the Northern extremity of Kat's Cove Bridge, so called, thence Easterly to low water mark, thence Northerly following the shore of Passamaquoddy Bay at low water, until it meet the prolongation of the dividing line of land owned and in the possession of the said Trenholm and Richard M. Andrews, thence easterly along said line until it strikes the line of the St. Andrews and Woodstock Railway, and thence Southerly to the place of beginning aforesaid; said premises hereby conveyed, to include all the Water Lot lands and privileges lying to the eastward of the Railroad line aforesaid."

For terms of Sale and other particulars, apply to the Plaintiff's Solicitor.

Dated 19th February, A. D. 1880

GEO. S. GRIMMER, Barrister.

BENJ. R. STEVENSON, Plaintiff's Solicitor

The Marquis of Anglesy died in London on the 30th January.

The Earl of Bessborough, also died in Kilkenny, in his 71st year.

[From the Bay Pilot Extra.]

LEGISLATIVE BUILDINGS BADLY DAMAGED BY FIRE.

Fredericton, Feb. 26.

The Legislative Council Chamber caught fire about half past ten last night, and the whole buildings are so injured that the Legislature cannot meet there, will probably hold the Session in the Court House or City Hall.

IRISH TALENT.—At the recent examinations at Cambridge, England, Mr. Joseph Larnor, of Belfast, Ireland, aged only 22, won Senior Wrangler, and several scholarships, gold medals, and other prizes. He received a double first at B. A. and M. A. degrees, and the foundation scholarship at St. John's, Cambridge—was first in experimental science, physics, and mathematics; all these prizes won in England, by our young countryman, from large classes Ireland may well feel proud of him and her many other gifted sons.

DIED.

At Sutton Coldfield, Warwickshire, England, on the 25th December last aged 84, Capt. Edward Pheasant. The deceased was for upwards of forty years, a resident of St. Andrews, and for many years kept a hotel, fronting the Market Square. He was discharged a corporal from the 76th Regt., and joined the Charlotte County Militia, and rose to the rank of Captain. He was generally respected in this community and throughout the county.

Assessors Notice.

THE undersigned having been appointed Assessors of Rates and Taxes for the Parish of St. Andrews, hereby give notice thereof and request all persons liable to be rated to bring in to the Assessors within thirty days after publication of this notice, true statements of their property and income liable to be assessed. And further, the Valuation List will be posted at the small building between the stores of Capt. Green and Balsam, King Street; in pursuance of the provisions of the Assessment Act of 1875 Dated this 15th February, 1880.

J. R. BRADFORD, Assessors of Rates.

C. O'NEIL, Assessors of Rates.

J. D. GRIMMER, Assessors of Rates.

From the Bay Pilot.

SUFFERING IRELAND.

The Distress Daily Increasing.
ACTUAL STARVATION CHECKED BY ADMIRABLE MANAGEMENT—A GLOOMY OUTLOOK FOR THE FUTURE.

The distress in Ireland grows more widespread daily. It is only through the admirable machinery of distribution, organized by the Mansion House and the Duchess of Marlborough's committees that actual starvation is checked. The famine will probably intensify during the coming fortnight, after which, for a short period, it will probably be less severe in consequence of the employment of labor in sowing crops. This done the worst crisis will follow. Jonathan Pim, famous for his labours in 1847, said today that the worst time will be the last fortnight in May, all through June and the first two weeks in July. This statement is confirmed by experience, and is also the opinion of every authority on the subject. Much doubt is expressed regarding the value of the Government measure for relieving distress by lending money for improvements. These works have been given to contractors who cannot be obliged to, and therefore will not, employ untrained and enfeebled poor for whose benefit the works are intended, but only men who can do the best work for the wages. The temptation, too, is bad for landlords to wring profit from the tenants as shown by the following extraordinary notice from a Derry paper, issued by a landlord who received a grant from the government for improvements. Those tenants who wish to have improvements made on their holdings, either drainage, fencing, or roads, are informed that upon proper application money will be advanced but the tenant must agree to one shilling for every one pound spent being added to his rent, such increase to commence in November, 1881.

A letter in the Dublin Express, of January 24th, contains the information that a colony of farmers from Austrim will leave Ireland in March for Manitoba. They are all men with capital from £1,000 to £5,000, and another colony is being made up from another Irish county.

IRISH FAMINE RELIEF.—The collections in the Catholic churches in the diocese of St. John will amount to about \$3,000. His Lordship Bishop Sweeney has already sent \$2,000 for distribution in Sligo, Mayo, Cork, and other districts where the distress is greatest. The Catholics of St. Stephen have forwarded \$151 to his Lordship; \$300 have been received from Fredericton, and partial subscriptions have been made in other districts.

From the Bay Pilot.

On the 17th inst., another unsuccessful attempt was made to kill the Czar of Russia.

The St. Petersburg Novoe Vremya publishes the particulars of the attempted assassination of the Imperial family, showing the dinner was appointed for 6 o'clock Tuesday evening. If it had not been accidentally delayed, all would have been seated at the moment of the explosion. As it was, their escape was very narrow. The Emperor, accompanied by the Princes of Rome and Bulgaria, was about to enter the dining hall through one door, and the other members of the Imperial family, except the Empress, by another, when the explosion took place. Two servants who were in the dining hall were injured. The force of the explosion was such that a number of windows of the palace and adjacent houses were shattered, the gas blown out, and complete darkness prevailed. The bodies of two more soldiers have been found among the debris, and of the forty-five injured several have since died.

Another account says:

The Czar had taken Prince Alexander's arm and was walking to the door. He stopped short at the sound. He then disengaged his arm and raised his eyes to heaven in gratitude. Neither spoke a word. The Czar was perfectly calm, and an hour later sat down quietly to dinner beside the great gap in the floor. The Empress was asleep in her room and heard nothing of the explosion. Express orders were issued that she should be left in ignorance of the event. Eight soldiers of the Finland Regiment of the Guard, then on duty, were killed forty-five were injured. The flooring of the guard room and several gas pipes were damaged.

The Fall Mall Gazette, in its editorial, adds:—"The Czar has for months been living besieged in his own palace. His very bed has been guarded. Yet murder finds means to enter and strike its blow. The greater marvel is that the act presupposes complete knowledge of the Czar's daily habits and that, nevertheless, the conspirators did not omit fifteen minutes to insure the destruction of their victims. The news has caused even a greater sensation than might be expected. The feeling is one of horror amounting to stupefaction, the explanation lying in the utter recklessness of the attempt and the complete indifference to the number of lives sacrificed provided the murderers reached their aim."

Glenocree fishing schooners in port: Rush Light, Cook; Anna Fry, Norwood; Nevada, Terry; Vineyard, E. E. Titus.

We have been requested to state by the Secretary of the W. C. T. U. that Dr. J. M. Jonah, of Eastport will deliver a Lecture on "Moral Suasion" Tuesday March 2nd, in Stevenson's Hall. Admittance free.

HENDERSON'S

Combined Catalogue of

SEEDS PLANTS

Best seeds to all who apply by letter, enclosing this advertisement, Peter Henderson & Co., 33 Cortlandt Street, New York.

AGENTS WANTED to send for Particulars of our New Book, 5,000 CURIOSITIES OF THE BIBLE, also for the most complete and CHEAPEST BIBLES Ever furnished Agents. Borden & McKim, CASH PREMIUMS.

THE DEAF HEAR

THROUGH THE TEETH.

PERFECTLY PAINLESS. The only successful method of curing Deafness, without the use of any medicine, and without the aid of any instrument, except the teeth. The only method of curing Deafness, without the use of any medicine, and without the aid of any instrument, except the teeth. The only method of curing Deafness, without the use of any medicine, and without the aid of any instrument, except the teeth.

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