

THE STANDARD

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New Rotary Power Job Press.

We have added to the Standard Office an "Alden 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. Angus 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 all 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. my 21-ly.

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Meets first Thursday in each month.

There was a very narrow escape from a shocking disaster on the E. & N. A. Railroad, Tuesday. The freight train coming east was seven minutes ahead of time, and the conductor attempted to reach the side track at Danforth before the arrival at that point of the passenger train for Bangor. The freight train, with fifteen cars attached, came round a curve, just the other side of Danforth, and met the approaching passenger train. For a few seconds collision seemed inevitable, and was only avoided by the remarkably prompt action of the engineers and train hands. The locomotives were brought to a stop only eleven inches apart, and the firemen afterwards shook hands as they stood each on his own engine. The firemen on both trains jumped off, but the engineers heroically held to their posts. Every man in the smoking car, and many of those in the ladies car jumped from the passenger train into the snow. Calais parties who were bound west wrote back that it was a hair breadth escape; that both trains were not demolished seems miraculous.

The conductor on the freight train had been suspended this winter on the charge of obstructing trains for 12 hours by running into snow drifts and not sending out signals. He resumed his duties a few days since, and has now a more serious charge to face.

A Fearful Nitro-Glycerine Explosion.

BRADFORD, Vt., Feb. 9.—This morning Howard Hackett and James Feeney started from this city to Coleville in a two-horse sleigh, carrying 100 pounds of nitro-glycerine. Feeney jumped from the vehicle just as it was going over, but Hackett was thrown 50 feet and instantly killed, being terribly mangled. A hole was torn in the frozen road bed 20 feet in length and 15 feet wide. Feeney was found covered with debris but still alive. The sleigh was blown to atoms, both horses killed, and several houses in the vicinity shaken to pieces.

A Constantinople despatch reports that during a fête, a barracks three stories high, near that city, suddenly collapsed, and 200 soldiers were killed and 300 wounded.

Who is this Canadian Vennor, any way? What kind of a fellow is he to call a little fall of six inches a blocking snowstorm? Away with such impostors. Give us a man brought up in New England and accustomed to two feet of snow on a level at a fall.—Boston Herald.

Owing to the Canadian tariff sugar costs in the Dominion a cent a pound more than it does in this city.—N. Y. Evening Post.

B. Devlin, ex-M. P., a well known citizen of Montreal, died at Colorado on Sunday.

Dublin, Feb. 9.—The Theatre Royal was completely destroyed by fire, and several adjoining houses threatened with destruction. The police inspect a and one workman were injured. The military are keeping order and assisting the fire department. There was to have been a performance of pantomime in the theatre this afternoon, at which the Duke and Duchess of Marlborough were expected to be present. The fire was occasioned by the ignition of the curtains in their state box.

Six lives were lost in the fire at the Theatre Royal. The loss by the destruction of the theatre and contents is \$200,000.

The year 1879 was a very unfortunate one for shipping, the number of disasters and the amount of property lost exceeding the record of any other year for a long time. No less than 48 steamships went to the bottom during the past twelve months carrying with them property valued at \$10,000,000 and 511 human lives. To the list of steam vessels destroyed must also be added 45 sailing ships, 145 barques, 48 brigs and 277 schooners.

The St. Andrews Standard.

SAINT ANDREWS, FEBRUARY 11, 1880.

DEATH OF GOV. CHANDLER.

On Friday afternoon last, the melancholy intelligence was received here by telegraph, that Lieut. Governor Chandler died at Government House, at 3.30, that afternoon. Flugs were dropped at half-mast at the Hospital and the vessels in the harbor.

The Hon. Edward Baron Chandler, was son of Charles H. Chandler, Sheriff of Cumberland, N. S., and was born at Amherst, in 1819. He held many high offices in the Government, and was for several years a member of the Legislature and Council. He was a man of varied talents, and was the oldest lawyer in the Province.

NEW APPOINTMENTS.

It is currently reported that Hon. R. D. Wilnot has been appointed Lieut. Governor of this Province; John Boyd, Esq., Member of the Senate; and that John V. Ellis, Esq., has been removed from the Postmastership of St. John, and Stephen J. King, Esq., appointed Postmaster. We give these rumors as we heard them, without note or comment.

SCHOOL REGULATIONS.

The new course of instruction promulgated by the Board of Education, is not meeting with approbation by the Teachers here or elsewhere, as it will seriously interfere with their work, and upset their arrangements with reference to the grading examinations early in the spring. The time is inopportune, in the middle of the school year, to introduce a new system, and is felt to be unjust to teachers and scholars. How is it possible the teachers can accomplish in less than six months, one standard? The regulations have the appearance, to say the least, of a desire to reduce the number of teachers, and also their allowance. They do not possess the power to compel the regular attendance of the pupils, and consequently make their average, many of them will therefore have their government allowance reduced—not because they do not faithfully perform their duties, but possibly for another purpose, which it is not necessary to name at present. The adoption of the school law, as well as left to much bitter feeling which is not yet altogether allayed. The people generally pay the tax willingly and have much better school buildings than formerly; but any sudden change in the system, may result in a hostility which will destroy the fabric, as the people will not tamely submit to radical changes.

The recent regulations, if carried out, will also be a very great injury to the country schools, for several reasons; a few of which are, that the rural districts are not able to procure all the school requisites prescribed by the new regulations, the 6 per cent average of pupils on the registers cannot be obtained, for the plain reason that the children are kept at home to assist their parents—in the spring and summer in the planting, sowing, haying and digging seasons; and again, because the teachers are seldom engaged for more than one term. The young men and boys can only go to school during the winter, when a male teacher is engaged; and during the summer the smaller children attend school, when a female teacher is employed. What then is to be done? Will the rank of these schools be lessened? Surely the

Board of Education are aware of the facts mentioned, as they apply to all the other counties in the Province, as well as the County of Charlotte.

Another objection is, that the country schools which employ first class teachers, will be obliged to engage second class teachers, and so on to the lowest grade, unless indeed, they choose to tax themselves an increased sum to pay such teachers as they now have. This we do not believe they can do, as many of them, we regret to state, have as much as they can do to support their families, without assuming extra burdens. No teachers of any spirit, will willingly accept a reduced allowance, while entitled to full pay, but will resign their schools, and then teachers of a lower grade will take their place.

Does the Board of Education, composed as it is of members of local government, enjoying good salaries, and living on the fat of the land, not know, that many of the people are so cramped for means, they are obliged to make sacrifices to obtain money to pay their school tax; and have they not loyally upheld the school act? Why then impose extra burdens on them? The matter of discontent and grumbling at present, points to an unpleasant determination, that unless the new regulations are relaxed, or amended, the people will undo at the polls at the next election, what cost them so much a few years ago, a matter which all would regret, and return a majority of men to repeal the present School Act. Are the Board of Education prepared to test the question, or will they make the regulations less objectionable?

We had written this article for publication in last week's issue, and withheld it with the hope that some change would be made in the regulations. We trust the press will speak out in thunder tones, against the new rules, and penetrate the pachyderm Board of Education.

CHAPTER OF ACCIDENTS.—It is a matter of regret to us, to chronicle so many accidents of late. Our hardy fishermen, who are present prosecuting the herring fishery in the outer harbor, are liable to injury, from the fact that the decks of their vessels are frequently covered with ice. We have now a third fracture to add to the list of those who have been injured during the winter—that of Mr. John Smith of Deer Island, who is under the surgical attention of Dr. Harry Gore.

We are sorry to learn that Mr. Charles Jostan, son in law of Mr. Parker, Deer Island, has also sustained a fracture of the leg above the knee joint. Dr. H. Gore, was immediately sent for, and he informed us the patient is doing nicely.

Sad Accident at Grand Manan.

Reports reached here on Saturday last, of a melancholy loss of life at Grand Manan. A small vessel left North Head for Whitehead Island, on Sunday 1st inst., and when off Cheney's Cove, that afternoon, was struck by a squall and capsized. The vessel was seen from the shore, and boats put off, but before they could reach the vessel, she went down with all on board. The names of the lost are: John Nesbit, John Leary, Mrs. Simon Franklin, Frank Robinson, and Ella Urquhart.

Mrs. Franklin leaves a husband and two children; she was a native of St. Patrick, and a connexion of Dr. Cockburn's family. Leary leaves a wife and eight children; Capt. Nesbit leaves three children. The others were not married.

CHILD SHOT.—Mrs. Lorenzo Adams, of Deer Island, on Thursday last, took her husband's revolver from the mantelpiece, and while examining it, pointed the weapon playfully at each of her children, snapping it each time. One chamber had been left loaded for upwards of a year, and had been snapped frequently and would not go off, but when Mrs. Adams snapped it at her youngest child, the charge unfortunately exploded, and the bullet struck at the corner of the right eye, and has not been found. We heard, that Dr. Harry Gore had expressed his opinion that the babe would recover. Mrs. Adams' feelings can be better understood than described, at the unfortunate occurrence.

To Correspondents.—The letters of "R. J." and "L. G." upon Dominion election bills, are on file with others of the same nature. As we will be able to give the desired information in a few days, the publication of the letters is unnecessary. "R. J." says, "these is a dereliction of duty somewhere," we have it from the best authority that it is "an annoying to the Government," and that "they will provide against a recurrence of such delay in future."

Topics of the Week.

WINNIPEG.—We notice that our young friend, E. M. Wood, Esq., has been elected Solicitor for the City of Winnipeg. We congratulate Mr. Wood on the appointment, and also on his popularity.

THE LIEUT. GOVERNORSHIP.—Report has it, that at a meeting held in this Town, on Monday evening last, two residents of this place were nominated for the vacant Governorship of this Province. We look upon it as a farce, and without any significance, beyond a trial of their respective popularity in the Committee. We give the report as current in town.

MAGNIFICENT DONATION.—Mr. Bennett of the New York Herald, gives \$100,000 to the suffering people of Ireland. This was done after his having sent a special commission to Ireland, to ascertain the extent of the sufferings. What millionaire will follow his noble example and copy his generosity. There can be no question as to the suffering of the Irish people and their needs are pressing.

A WILD CAT, or Loup Corvier, was shot near the Bar Road, by Mr. Dugald Rollins, on Monday last.

LIGHTHOUSES.—The Light at South West Head, Grand Manan, was put in operation on the 1st inst. The Light at Grand Harbor, on the 10th October last.

The Fog Trumpet at Head Harbor, Campbell, was put in operation on the 30th January. During thick weather, it will sound blasts of eight seconds duration, with intervals of thirty five seconds between them.

A NEW STEAMSHIP.—The Messrs. Allan have purchased a new steamship of 360 feet keel, 40 feet breadth of beam and 31 feet depth of hold, with direct acting compound engines, having cylinders of 48 and 84 inches, and stroke of 4 feet 6 inches. This steamer, which is to be called the "Egyptian," will, with their new steel steamship the "Buenos Ayren," now on her way home from the River Plate, be in readiness to take her place in the Allan Line at the opening of navigation.

The United States Congress granted the privileges of the floor to Messrs. Parnell and Dillon on Monday, but the members all left the House, except two, viz, Speaker Randall and S. S. Cox. The House was filled, however, with a promiscuous crowd of sight seers whom the half hour speech of the British M. P. failed to satisfy. The occasion lessened his importance. His ridiculous speeches are more suitable for a Chicago street racble than for a Washington audience.

Affairs in Europe look rather unsettled. Germany is very active in military matters; and Russia is anxious that Germany should reduce her army. If this is not done, Russia will increase her army.

HARPER'S MAGAZINE for February is as rich in illustration and as varied and entertaining in its reading matter as any Number that has ever been issued. For massive strength, Blackmore's new novel, "Mary Anerley," deserves first mention. In every quality that marks a great novel, this is the most remarkable serial now in course of publication here or abroad. Those who prefer a lighter novel will turn with pleasure to the chapters of Black's "White Wings." Edward Everett Hale contributes a short story—"Mr. Keeler's Horse Car"—conceived and written in his happiest vein. A brief story of thrilling interest, entitled "A Night in an Avalanche," is contributed by S. H. M. Byers. The illustrated articles cover a wide range of subjects.

A timely musical contribution to this Number is the paper on Hector Berlioz, by Emily Royall.

Among the poems in the Number is one by James T. Fields, in his best vein, entitled "A Lover's Peril."

The Editor's Easy Chair renders a graceful tribute to Oliver Wendell Holmes, apropos of his recent reception in Boston; and discenses, in a thoughtful essay, the reaction against Dickens due to that author's personal characteristics.

WARLIKE.

WASHINGTON, Feb. 9.—A feeling of anxiety is said to pervade the disaffected foreign legations here, over the warlike aspect of affairs in Europe. The uneasiness is heightened by the disclosure just made public in the British blue books, compiled with the knowledge of the advance on Mery. The legations are also aware that application for war material has been made of various parties in this country in case an outbreak should occur.

THE QUEEN'S SPEECH.—The Imperial Parliament was opened on the 5th inst., by Her Majesty the Queen, in person. The Speech was read by Lord High Chancellor Cairns. After reciting in the usual manner, the programme of the session, it closes by invoking the Divine blessing on the labors of the legislators. While at first glance the bill of fare may appear rather meagre, all the measures enumerated are of the utmost importance, and the session is not likely to close without stormy scenes and hard work. The Government may meet determined opposition to its Afghan and South African policy, and the Home Rulers threaten obstruction if a bill is not introduced to ameliorate the condition of the land laws in Ireland. In addition to which further relief than is foreshadowed in the speech will have to be afforded to the sufferers in the "gem of the sea," and that quickly, or the Home Rulers and the Opposition will join together in an attempt to force the Government to come to the assistance of the starving thousands. The session will probably be a tedious one, and if the Ministry manages to pass through it without losing some of its support, it will be marvellous.

DIED.

At Chatham, on the 7th inst., Mr. John Short, aged 88 yrs., leaving a large family to lament their loss. Mr. Short was one of the old residents of St. Andrews, a man sterling integrity, and deservedly respected by all who knew him, and left a name and character which may be revered. He was father of Messrs. John & Chas. Short, the successful shipbuilders of Stephen.

At St. George, on the 6th inst., Mr. David Campbell, aged 81 years.

THE MEGANTIC RAILWAY—PROPOSED CONNECTION WITH THE BANGOR AND PISCATAQUIS RAILWAYS.

An important meeting was held in Bangor on Monday morning relative to the consolidation of the Bangor and Piscataquis and Lake Megantic Railroads. The city government of Bangor and many prominent citizens were in attendance. The importance of the consolidation was ably presented by Hon. Mr. Ives, who said:—

"Our position in this matter is somewhat similar to yours. We have laid about sixty-nine miles of steel rails and our road pays about the same as yours, three per cent on the cost. But we are not satisfied with this; we want a through line. We look have roads that have a first, but no second end. About two years ago Hon. Mr. Pope came here and attempted to persuade the city to make another outlay, in order to build the link of about eighty miles necessary to connect the two roads; but now we are prepared to raise the funds in England providing we can consolidate the road under one management. Put your mind in for what it is really worth, so that this consolidation can be formed, and we will have a through line inside of two years."

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