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Singular story of a Shark.

In an article on the curiosities contained in the Museum of the United Service Institution in London, the Times says:—The most singular objects perhaps, are the jaws of a large shark, placed side by side with a glass case of printed Spanish memoranda, between which, at first sight, no connexion seems possible. Their history, however, is briefly this: Her Majesty's ship, *Abergavenny*, chased off St. Domingo the *Nancy*, suspected slaver, which contrived to escape, though in the excitement of the chase, she threw overboard her real papers, which were swallowed by a shark. The shark, soon recovering its appetite after this light diet, was caught by some of the crew of the *Abergavenny*. The papers, which he had not troubled him to mutilate, were found in this case intact; the *Nancy* was followed to her real destination, and eventually, seized and condemned on the evidence of the pictures thus *Jonah-like* recovered.

A novel Monomania.

A cottage at the head of Newton, Scotland, occupied by two young ladies, has for several days past been besieged by a green lizard, who, the moment one of the inmates leaves the house, attacks her, and does everything in its power to annoy her, such as darting in her face, and striking her with its wings, all the while chirruping in its most enraged key. Although several times stung by diving at the windows and doors, it has always got away from every attempt to capture it, and keeps its watch day and night on a tree at the rear of the house, whence its sallies are made at every opportunity. No cause can be assigned for this antipathy on the part of the little warbler, as no injury has been done to it, so far as is known, by any of those to whom it considers its enemies.

Strange Discovery.

A party lately made a partial exploration of Spring Cave, near West Pleasant, Ky., on Green River. An entrance to the Cave was effected through a narrow passage, about thirty feet long, which opened into an egg-shaped room, thirty feet long and fifteen high. The exploring party visited, through various passages, five other rooms, in one of which was a small set-off as if made by man, and on it were three books and several letters, none of which the gentleman could make out. They also found in this room a looking-glass which had been run into a lamp. In another room they found human bones. It is the intention of the gentleman engaged in this exploration, to make a more thorough examination of this cave.

Effect of a Sudden Grief.

Among other things, acquaintance Montague made in the bathroom, was the Senator of A. Utah, formerly in the service of Charles the Fifth, and Governor for him of St. Quentin. One side of his head and one eyebrow were white; and he related that the change came to him in an instant one day as he was sitting at home, with his head leaning on his hand, in profound grief at the loss of a brother executed by the Duke of Alba, as an accomplice of Counts Egmont and Horn. When he looked up, and uncovered the part which he had clenched in his agony, the people present thought that flour had been sprinkled over him.

To cut Glass with a Piece of Iron.

Draw with a pencil on paper any pattern to which you would have the glass conform; place the pattern under the glass, holding both together in the left hand for the glass must rest on any plain surface; then take a common spike, or some similar piece of iron, heat the point of it to redness and apply it to the edge of the glass; draw the iron slowly forward, and the edge of the glass will immediately crack; continue moving the iron slowly over the glass, will follow at the distance of about half an inch in every direction, according to the motion of the iron. It may sometimes be found requisite, however, especially in forming corners, to apply a wet finger to the opposite side of the glass. Tumblers and other glasses may be cut or divided very fancifully by similar means. The iron must be re-heated as often as the crevice in the glass ceases to flow.

A Novel Invention.

An invention for signaling on railway trains is described, the apparatus consisting of a gutta serena tube, extending through the whole length of the train. It is formed in sections—a joint for each car—and these are fastened together when in use. This tube is connected with an air-pump in the front and at the end of the train. By a stroke of this pump, the air is forced through the tube to the opposite end of train, and produces a very loud and shrill whistle at the mouthpiece attached to the tube in each guard's van, and to a mouth-piece which extends also close to the engineer. Printed instructions are placed in the hands of each

individual officially connected with the train, which states that one whistle means "look out," two whistles signify "caution," and three whistles denote "danger."

New Business Enterprise.

Some time since we had occasion to notice a new method to facilitate trade in the Boston market, viz. the opening and furnishing of a private room with liquors and cigars, in a leading jobbing establishment in that city. Whether this new fangled "notion" in the "modern Athens" has proved a profitable experiment or not, we are unable to say, but we are advised that said fashion has recently been introduced into New York.

We are reliably informed that a large business firm in this city, have now connected with their establishment, in full blast, a well furnished eating, drinking, and smoking saloon, where the customers of the house are regularly introduced at certain hours, and if occasion requires, at intervals, several times between. The "institution" aforesaid, it is remarked, is highly appreciated by the trade and works "admirably." It sometimes happens that the customers of this "popular" house, in consequence of other engagements are unable to call upon them daily. A note is made of such absence, and if it is too long protracted, a young man is despatched in the evening to the hotel with a bottle of wine, to "jog the memory" of the delinquent. Whether or not some stay away a purpose to be thus jogged we are not at present advised. We shall watch the workings of this progressive establishment, and may have occasion to allude to it again.

Now it is well understood that when old cocks crow, the young ones learn, and hence the public need not be surprised at such developments as the recent defalcations and other rascalies we read of in the daily papers. If our young men are educated in such commercial schools, it may be expected that they will graduate with due honors. [New York paper.]

CALIFORNIA.

Steamship *Atlantic* from Aspinwall, with six days later news has arrived. She brings 344 passengers and \$1,568,000 in specie. The Vanderbilt steamer, hence 20th ult. for Aspinwall, with 600 or 700 passengers had not arrived when the *Atlantic* left on the evening of the 24.

The *Atlantic* parted with the *North Star* when one day out, and has not seen or heard of her since; nor had anything been heard of her at Panama.

Gen. Scott reached San Francisco, on Sunday October 16th, and left for San Juan Island the next day. He was received with great enthusiasm.

Gov. Weller had not yet appointed a successor to the late Mr. Broderick, in the United States Senate. The fortnight ending 8th ult., 360 ounces of gold dust from the Walker's river mines were deposited in the mint. It averaged only 508 oz. fine, some of it containing more silver than gold.

Dates from Victoria to the 10th of Oct., had been received at San Francisco. The Hudson's Bay Company had laid claim to large tracts of land about all their trading posts in British Columbia.

From the South Pacific, the semi-monthly mail reached Panama on the 21st Oct. bringing dates from Chili to Sept. 30th, and from Peru to Oct. 12th. The most important news to the Republic is the assassination of Gen. Vidaurre, Leal, Intendente of Valparaiso. This event took place on the 18th of Sept., the anniversary of Chilean Independence. It appears that during the celebration of high mass in the principal church, at which the General and an immense concourse of citizens were present, some of the populace attempted to possess themselves of the arms of the National Guard, who had drawn out in the square in front of the church. A riot ensued, shots were fired, and the General left the church for the purpose of restoring order. But scarcely, says the *Mercurio*, did he descend the steps in front of the church than he fell mortally wounded by one of the insurgent's balls.

Hardly fell the body of the venerable old General on the ground, when the mutineers commenced to fly without even trying to resist any more, their task having been accomplished.

General Vidaurre only survived about three hours the mortal shot, and after inquiring whether order was re-established, demanded pardon for the assassins and a modest grave for his body, and expired.

The *Mercurio* adds:—This event has occasioned various arrests and imprisonments, and although we are not aware of any culpability between the murderer and the individual arrested, still it is not the less certain that the greater part of them belong to the worst circles of society, and that amongst them are included Senator Don Francisco Ignacio Ossa, and two of his sons, all very in-

fluential persons, on account of their position and wealth.

A decree has been issued by government prohibiting for the future the introduction of fire-arms, ammunition, &c., without special permit—blasting powder alone excepted. There was no other news from Chili.—Business dull and no change in the markets.

European Intelligence.

Frightful Shipwrecks and Loss of Life.

The Steamships *Asia* and *Hungarian* have arrived, the former at New York and the latter at Portland. By these vessels we have received interesting details of European news. Two frightful gales had been experienced along the coasts of Great Britain. The first commenced on the 25th of October, and lasted four days. The papers contain long accounts of the disasters to the shipping which were attended with fearful loss of life. The terrible force of this storm at Harlepool, which is much exposed to the force of N. E. gales, may be estimated from the fact that no fewer than 45 ships went on shore, of which five became total wrecks.

In the early part of the following week another gale of wind equalling in fury that of the former one, swept over the country, but when the *Hungarian* sailed sufficient time had not elapsed to hear of its effects along the coasts.

WRECK OF THE ROYAL CHARTER.

By the City of Baltimore we received brief accounts of the wreck of the screw steamship *Royal Charter*, and the fearful loss of life involved therein. We are now in possession of graphic and copious details of the sad calamity. It appears that the *Royal Charter* when within two or three hours sail of Liverpool after a rapid passage from Melbourne, experienced the full force of a terrible north-east gale, which prevailed all over England during the night of the 25th ult. The steam power of the vessel being merely auxiliary, it was insufficient to prevent her from being driven towards the shore, and as she was rapidly shoaling, it became necessary at about 10 o'clock at night, to let go the anchors, guns having been previously fired and rockets discharged, in the hope of attracting a pilot, but without success.

The gale, meantime, increased to perfect hurricane, and at 2 o'clock in the morning, the port-anchor chain parted, and shortly afterwards the ship was beating on the rocks in a place called *Moffra Bay*, near *Puffin Island*, on the coast of Anglesea. The masts were cut away, but without any beneficial result. About daylight, 6 o'clock, a sailor with a cord round his waist jumped overboard, and although the sea was tremendous high, he succeeded in reaching and maintaining a footing on the rocky shore, which was not more than ten yards distant from the ship, but was almost perpendicular to the height of forty feet. A hawser was then got ashore, and a boatswain's chair was attached to it, with a view of hauling the passengers and crew ashore. About a dozen seamen were by this means landed, and it was hoped that all on board might be saved. At about 7 o'clock, however, the waves beating against the ship's bowsprit with continuing violence, she suddenly snapped asunder amidships and tumbled in pieces below.

As the passengers had mostly kept below, large numbers were killed in the crashing debris, and only 26 persons managed to get a shore, making the whole number saved only 39, out of a total, passengers and crew, of 493. The scene was terrible in the extreme; many were washed on and off the rocks several times, and in numerous instances those who thought themselves secure on jutting rocks were hurled back into the sea by the furious waves. Not a superior officer was saved, neither a woman nor child. Capt. Taylor exerted himself to the utmost, but was finally struck on the head while struggling in the water, by a boat falling from the davits, and was seen no more. The destruction of the ship was rapid and complete, so that by 8 o'clock nothing was visible but masses of wreck, mingled with bodies of the dead washed on the strand. The prostration of the telegraph wires, and the destruction by the sea of a portion of the Chester and Holyhead Railroad which passes the locality, caused considerable delay in the reception of the news at Liverpool, and a consequent loss of time in sending tug boats to the spot. The vessel had on board, it is supposed, 70,000 ounces of gold, besides a large number of sovereigns, estimated at the total value of from £500,000 to £800,000, and hopes were entertained that this might be recovered by divers. The *Royal Charter* was an iron vessel of 2749 tons register, clipper built, and furnished with auxiliary screw engines. She was built in 1855 at a cost of over £200,000 and was insured for £800,000. Her general cargo was not very valuable, say £5000. Of the persons on board when she left Australia, 63 were cabin passengers, 325

other passengers, and 123 crew—total, 511. Of these, 17 passengers were landed at Queenstown, and 39 were saved from the wreck, so that the total loss of life was 455. Among those reckoned as crew were 11 riggers, who were transferred from a tug-boat to the *Royal Charter* in the channel, for conveyance to Liverpool. Insurances were being effected at Lloyd's on the hullion at 25 per cent premium.

The great gale which caused the wreck of the *Royal Charter*, and the detention of the steamers *North American* and *City of Baltimore*, was most disastrous in its effects all around the coast of England. Numerous vessels, mostly coasters, were wrecked, and many lives lost. Much damage was also done on land.

It is officially announced in the English journals that the *Gunard* steamships running between Liverpool and Boston will in future touch at Queenstown, to embark and land mails commencing with the *Canada*, which was to sail from Liverpool on the 31st inst. and is now due at Halifax.

A steamer *Hungarian* was coming in the *Mersey* from a flat alongside, the flat was swamped, and several lives lost.

Considerable damage was sustained by buildings, &c., in London and other inland towns, in the storm of the previous week.

WEALTHY MAN.—The New York correspondent of the New Orleans *Crescent* gives the following description of George Law:—

"If anything don't pay, George Law—respectfully drops it. He now owns nine-tenths of the Eighth Avenue Railroad, which alone is an income of a prince, and growing more valuable every day. He also owns nearly all the stock of the Ninth Avenue, which, when complete will run through Greenwich street, the Ninth Avenue, and thence to Harlem river—a nine mile concern. Half the ferries belong to him. He owns the Dry Dock Bank, and the bank owns about forty acres of docks, houses and land, almost in the heart of the city. Law owns the Staten Island ferry boats, and two miles of water from near New York, that will in a few years be worth for docks—ten millions. He really owns the Flushing Railroad; and I know not how much more he owns. That immense thinking brain keeps accumulating property for the purpose of making money—I think he works to keep from stagnating. Though not a politician, he wields a very powerful influence especially upon local affairs. Most persons have an idea that he is an old man; no such thing. He is only fifty-one years old, and possesses one of those vigorous constitutions that will last him forty-nine years longer.

The New York Tribune states that Wendall Phillips, on receiving one hundred dollars for his recent lecture at Plymouth church, upon the Harper's Ferry Invasion, immediately paid over the whole sum as a contribution to John Brown, to procure for him such comforts as he may need in the few remaining days of his life. [Boston Atlas.]

Manner of Milking.

We have always believed that this part of farm work is performed in a careless and inefficient way, and it is also a fact that milking so done must produce very serious results upon the usefulness of the cow. The following remarks which we condense from a recent English agricultural journal, not only show this important fact, but point out the way in which it should be performed. Very often upon our farms this is left for the "hired man" to do, who has no interest to accomplish it in the right way; but if he must do it, give him ample time, and leave it done in a faithful manner, as here shown:—The manner of milking is a more powerful and lasting influence on the productivity of the cow than most farmers are aware of. That a slow and careless milker soon dries up the best cows, every practical farmer and dairyman knows. The first requisite of a good milker is of course, the *gentle* *cautious* *ness*. Without this the milk is unobtainable. The udder should, therefore, be carefully cleaned before the milking commences. The milker may begin gradually and gently, but should steadily increase the rapidity of the operation till the udder is emptied, using a pail large enough to hold all, without the necessity of changing. Cows are very sensitive, and the pail cannot be changed, nor can the milker stop or rise during the process of milking, without leading the cow more or less to withhold her milk. The utmost care should be taken to strip the last drop, and do it rapidly, and not in a slow and negligent manner, which is sure to have its effect on the yield of the cow. If any milk is left, it is re-absorbed into the system, or else becomes rancid, and diminishes the tendency to lactate a full quantity afterwards. If gentle and mild treatment is observed and persevered in the operation of milking appears to be one of

pleasure to the animal, as it undoubtedly is; but if an opposite course is pursued—if, at every restless movement, caused, perhaps, by pressing a sore teat, the animal is harshly spoken to—she will be likely to learn to kick as a habit, and it will be difficult to overcome it afterwards. To induce quiet and readiness to give down the milk freely, it is better that the cow should be fed at milking time with cut food, or roots, placed within her easy reach. The same person should milk the same cow regularly, and not change from one to another, unless there is special reasons for it.

Good Nature of the Newfoundland Dog.

As is the case with most of the large dogs the Newfoundland permits the lesser dogs to take all kinds of liberties without showing the least resentment; and if it is worried or pestered by some forward puppy, looks down with calm contempt, and passes on its way. Sometimes the little conceited animal presumes upon the dignified composure of the Newfoundland dog, and in that case, is sure to receive some quaint punishment for its insolence. The story of the big dog that dropped the little dog into the water, and then rescued it from drowning, is well known. But I knew a dog, belonging to a friend, which behaved in a very similar manner. Being provoked beyond all endurance by the continued annoyance, it took the little tormenter in its mouth, swam, well out to sea, dropped it in the water, and swam back again. Another of these animals, belonging to a workman, was attacked by a small and pugacious bull-dog, which sprang upon the offending canine giant, and after the manner of bull-dogs, pinned him by the nose, and there hung in spite of all endeavours to shake it off. However, the big dog happened to be a clever one, and spying a pailful of boiling tar, he bolted towards it and deliberately lowered his foe into the hot and viscous material. The bull-dog had never calculated on such a reception and made its escape as fast as it could, leaving behind it a scalding moment of the occasion. [Reutledge's Illustrated Natural History.]

MASONIC.

INSTALLATION OF LINCOLN LODGE, No. 347.—On Monday evening, agreeable to announcement a meeting of Lincoln Lodge, No. 347 on the Registry of the Most Worshipful Grand Lodge of Ireland, was held in the temporary Lodge Room at M. Brown's, Market Square, Carleton, for the purpose of proceeding with the installation of the various officers and the transaction of other business, preparatory to the opening of the new Hall, which is now in course of erection in that locality. There were present on the occasion, in addition to the members of the Lodge, Bro. Robert Stiles, W. M. of Hibernia Lodge, No. 801, who officiated at the ceremony of installation, Past Masters Peter Stubs and Charles Ketchum who assisted, and many other brethren from the Rastren side of the harbor, as well as from Carleton. Four candidates received the Degree of E. A. Everything passed off well. At the close of the proceedings the Brethren partied in a very excellent lunch in an adjoining building. The following were the officers installed:—

John Willis 1st, W. Master.
Edward Willis, Senior Warden.
Charles Ramsay, Junior Warden.
Thomas McCollan, Treasurer.
Thomas Amos, Secretary.
Alex. McNeill, Senior Deacon.
George McIntyre, Junior Deacon.

[St. John Herald.]

IMPROVING THE FARM.—There are farmers who cannot see room for improvement of the character and management of their farms. The majority, however, are deterred from the work by the want of means, time, and knowing how to begin. The way to begin is on a moderate scale, commensurate with the time and means at command—but let a beginning be made with a plan for regularly extending improvements. In re-ordering take that part of the field first which needs it most; do it well as far as done, and open surface drains on the balance of the field. The character and productivity of the field will be improved and increased—it will pay a profit on the outlay for improvements. Another year experience will show better how to go on with work, and no farmer will cease in such efforts at improving the farm, as long as he finds them profitable. It is the same with plans for more extensive manuring, for more thorough cultivation, for more systematic winter care of stock, &c., &c.

The sunshine lies upon the mountain top all day, and lingers there latest and longest at eventide; yet is the valley green and fertile, and the mountain-top barren and unlovely.

