



London, Sept. 5.  
The Pope is again ill.  
The University of Glasgow, takes place on November 19th.  
Andrew Carnegie, a wealthy resident of New York, has given \$25,000 for the erection of public baths in Dunfermline, Scotland, the place of his birth.  
The crisis in the Spanish Government culminated in the resignation of the Ministry.  
New York, Sept. 6.  
The Canadian Pacific Railroad scandal investigation by Royal Commission at Ottawa, continued yesterday, when another witness was examined and the Beatty correspondence put in by Sir Francis Hincks as evidence.  
Fire was reported this morning at Hagerstown Md., loss \$80,000; Chicago, \$40,000; Ashland, Kansas, \$25,000; Oshkosh, Wis., loss heavy; and at West Troy, N. Y., \$40,000.  
Gold opened yesterday at 115 1/2, and fell to 114 1/2.  
Gold 114 1/2.  
Charles A. Lumont, a prominent banker and stock broker, while sitting in the window of his room at this residence, early this morning, fell to the sidewalk and was immediately killed.  
E. A. White, General State Agent for the Life Insurance Company for Indiana, has been arrested, charged with being a dupe of \$20,000 for policy premiums.  
A second tornado visited portions of Western Massachusetts on Thursday, leveling several barns and dwellings.

The Cheap Transportation Question  
There are indications already that the Farmers' movement, as it is called, will not be the great revolutionary influence in American politics which many people thought it would be. It may be considered premature to attempt to estimate the results of a movement which is yet only in process of organization, and whose effect on State Legislatures and the Congress of the United States has not had time to manifest itself. Still it may safely be asserted that if there had been any definite practical proposal around which the Grangers might rally, it would have been declared by this time, and had there been any potent political influence to be wielded by the farmers as such, it would have frightened the political Conventions of both parties into giving them something more than the concession of fine words and vague promises which has been all conceded. No doubt the farmers have a solid, substantial grievance, and one for which they ought to be supported by the rest of the country in seeking redress. The most stable source of the wealth of the United States is to be found in the products of its agriculture, and every oppressive tax which is laid upon the transportation of those products has an effect out of all proportion to its actual amount in diminishing the productivity of national resources.  
But, after all, does not the question resolve itself into this? Does not capital attained in this democratic country the elevation of a despotic; are not the fourths of the national legislation devised for its benefit and with much unavailing concern for the rights of the people; is not the great army of producers agricultural and otherwise, steadily ignored by all the men who profess to represent them? An unfairly graduated tariff, and the maintenance of duties which oppress labor under the pretenses of protecting it—such things are at the root of dear railroads, high freights, and increased difficulty of competing with the food supplies of Europe. Then, it is so easy for a railroad corporation to buy up a legislature, when the necessity arises, that it would be surprising if they did not get laws passed which enable them to water stock and keep down dividends to an apparently moderate point. Such a result affects not the farmers only, but the mass of producers who are also the mass of consumers, they must be remedied by a new activity of popular vigilance and higher standard of public duty. The impulse of a sweeping and penetrating reform such as this should take time to work. Meanwhile, the prospect of immediate redress to the farmers is somewhat remote.  
It is so far the simple reason that the carrying capacity of the great trunk lines to the Atlantic seaboard is already overtaxed. Navigation will very shortly close, and the present winter will see such a pressure upon the carrying capacity of the railroads as has never been seen before. It is useless to expect low freights when the railways have more than they can carry, and almost equally useless to expect that the mass of communication between East and West will overtake, for years to come, the wonderfully rapid development of the grain growing regions of the Continent.—Scottish Am. Journal.

MATROSA.—The Mail's Manitoba correspondent gives full returns of the numbers of voters in 1872 and 1873. The total for 1873 was 2,871, against 2,355 in 1872, an increase of 499. The immigrants have nearly all come from Britain and Ontario, and therefore it is the English settlements which have increased. Winnipeg has more than doubled its number, Portage La Prairie has increased from 132 to 295, Eldon from 78 to 121, and Pepler Point from 86 to 120. On the other hand some of the French parishes have fallen off, the numbers in the County of Provencher having decreased from 497 to 414, the inhabitants having moved away to the neighborhood of Redwing Mountain, and some as far as the North Saskatchewan. The political complexion of the country is completely changed, the English and loyal French being now in the ascendancy and, Rich's supporters fewer in number. It is very gratifying that all the efforts of the Government to make the Prairie Provinces a French Catholic preserve, like

Lower Canada have signally failed, and we hope the people of Ontario will continue to go up and possess the land. There are some drawbacks as yet in the shape of half-breed grants and Hudson Bay Co. reserves, but the first being a shillieset will soon get rid of their claims, and the latter can be reached by so fixing the municipal acts as to make wild lands held by incorporated companies subject to a specially heavy tax.

REQUESTS TO THE ROYAL FAMILY.—The London correspondent of the "Manchester Guardian" understands that the Duchess of Devonshire has requested a much of the property left by her husband, the Duke of Devonshire, to various members of the royal family, and that the principal legatees will be the Princess of Wales, the Princess Mary Adelaide, and the Duke of Cambridge.

SAINT ANDREWS, SEP. 10, 1873.  
THE PACIFIC RAILWAY COMMISSION has fairly got to work, several witnesses have been examined. Sir Francis Hincks testimony which was to be so damaging to the Government, according to the statements of the Party of Persecution, has turned out the reverse, and exculpates the Ministry from any blame, in fact the tables are turned, and the Grif party are unhorsed. The detestable crime of stealing the private letter of Sir John A. Macdonald and publishing it, has injured their prospects of grabbing the reins of power, and their one-sided telegrams sent to England, upon which the leading papers commented unfavorably to the Cabinet, will not benefit them when the whole facts are made public. A leading writer thus writes the London "Times" article on the charges: "The chief point that the London 'Times,' from the point of view of its imperfect telegraphic information has necessarily overlooked, in its most carefully studied analysis of the Canadian crisis, is that the House of Commons at Ottawa, on the 13th of August, was not a fairly constituted tribunal, there being a large preponderance of opposition members over ministerial. To this the opposition may reply that sufficient pains had not been taken to secure a fair attendance of ministerials. The original intention was certainly to hold merely a proforma meeting of the House, to enable the Committee to make its Report. But if there had been any subsequent change in that intention, it would have been difficult to get a fair House together in August, when the great distances of travel in this Dominion are considered. Constitutional theories, however important, have to be harmonized with physical possibilities. Lord Dufferin himself, in his reply to the members, spoke of the difficulty or impossibility of obtaining a Call of the House. Ontario, which happens to be the Metropolitan Province, happens also to be the chief habitat of the opposition party. The House, as a matter of fact, was not a fair House. Would Lord Dufferin have been justified in submitting a great question of Dominion politics to an imperfectly constituted tribunal?"

THE HON. MR. MITCHELL, Minister of Marine and Fisheries paid St. Andrews a visit for the first time, on Thursday last, and expressed himself much pleased with the place, so much so, that it is not improbable he may at some of the members of the Cabinet have done, make this locality his summer residence. He inspected the new Marine Hospital in course of building, and which is expected to be completed in December next. The contractor has a strong force of men at work. We learn that the Hon. Minister of Marine and Fisheries has established a Meteorological Station here; the flat roof of the Marine Hospital being peculiarly adapted for the purpose, and will afford a well elevated spot for the storm and weather signals, to be seen from the Ballast Grounds and all other prominent points. The inhabitants of St. Andrews feel under obligations to Hon. Mr. Mitchell for his selection of this place for an Observatory. We understand that Dr. Gove, Superintendent of the Hospital, has been appointed Observer.

It will be seen by a notice in our advertising columns, that the Agency of the Bank of British North America in this place, is to be closed on the 30th inst., and the business transferred to St. Stephen. A large number of persons here have given notice to withdraw their deposits, as it is rumored that an Agency of the Bank of Montreal is to be established; the increasing business of the place requires a Bank. The Government Deposits have been removed to St. John for the present. It is reported that the Bank of B. N. A. was doing a fair and growing business, and that it made no losses in St. Andrews.

DEPARTURES.—Our summer visitors from Ottawa have commenced to depart for their homes, among them Sandford Fleming, Esq., and family, who left here this morning, and whom, during the few months they were here, became universal favorites; their return next season will be looked forward to with much pleasure by all classes, who wish them a pleasant journey to their western homes.

MESSES O'NEIL'S two story building has been moved from the Point to an eligible lot adjoining Clark's Hotel, Water Street, and placed on its foundation. Mr. Gilley, the contractor accomplished his work rapidly. This building, and the new Masonic Hall recently moved to the adjoining corner, make an improvement as well as an addition on Water Street.

CAMPO BELLO.—Several United States capitalists intend to build a large Hotel on the Island

of Campo Bello, plan for which were shown here last week. We understand that the work is to be commenced at once.

Z. Chipman, Esq., we learn left England on the 3rd inst., for Canada, and will return to his home at St. Stephen by the latter end of this month.

The "St. Croix Courier" appears to be painfully exercised with reference to information said by it to be in possession of the "Standard," and also with the utterances of our humble sheet. Had we the great facilities enjoyed by the "Courier," or the means of obtaining large government contracts, it is probable we might attempt to cope with that important journal in giving information to the public, and obtaining secret intelligence; but we are so far removed from the sources of information which inspire the pious leaders of the "Courier," that the next best thing we can do, is to hand our big contemporary over to the tender mercies of that young, healthy, and rapidly growing neighbor of his, the "Journal," a newspaper by no means trammelled by party or clique,—an advocate of the people's rights, and which exposes iniquity in high places, without regard to what it pleases or displeases. The "Courier" has on several occasions admitted slurs which have neither benefited its circulation nor the writ of those "Limerick Cups" he so kindly alluded to recently, and they set his teeth on edge, or it might be some other cause which awakened his bilious temperament—"all in good nature"—to use a favorite phrase of his. Any information the "Standard" has it derives from its well informed correspondents and other sources; it never did "profess to be the repository of Government secrets." Will that suffice?

Cricket Match.  
A friendly match was played on the Cricket Ground on Saturday last between the natives of Great Britain and those of Canada. The match was a closely contested one, and was witnessed by a number of the inhabitants and visitors of the Town. The day was fine, and the ground in good order. Upon a toss the Old Countrymen were sent to the bat. The following is the score, which resulted in favor of the Canadians:

OLD COUNTRY TEAM.	
E. H. Taylor, not out,	28.
H. Brookfield, run out, b. Smith,	6.
C. M. Sills, c. Lorrimer, b. —,	5.
W. B. Morris, b. Street,	3.
T. Burpee, b. —,	1.
Capt. Moody, c. H. Street, b. H. Street,	4.
K. A. Meredith, b. Smith,	0.
J. Dobby, c. Smith, b. Smith,	2.
T. Madden, b. w. d., b. Street,	0.
Byes,	11
Leg Byes,	1
Wides,	2
No Balls,	1
Total,	70.
CANADIANS.	
E. S. Polley, run out, b. Taylor,	6.
T. H. Street, b. Taylor,	7.
B. R. Stevenson, b. Sills,	3.
J. F. McGilligan, run out, b. Taylor,	11.
G. N. Smith, c. Brookfield, b. Sills,	11.
E. Lee Street, b. Sills,	2.
K. Lammier, c. Morris, b. Sills,	2.
F. Fleming, b. Sills,	2.
G. Waycott, c. Moody, b. Taylor,	11.
S. Fleming, not out,	—
Byes,	14
Leg Byes,	1
Wides,	1
Total,	75.

Writing upon this subject, and more especially referring to the recent exhibition of life saving apparatus in Liverpool, the "Daily Telegraph" strongly advises that the report of the local committee should be read, considered, and acted upon by shipbuilders, and aids.—Meanwhile, we have one remark to make which may deserve the attention of the Liverpool Committee. Why should vessels go down at sea at all? The great Sir Isaac Newton was justly laughed at because he cut a little hole for the kitten and a large one for the cat in his coach-house door; yet these skilled judges of maritime science appear hardly less ridiculous when they make the deck of a vessel insubmersible, and allow the hull to founder. By all means, let existing ships be fitted with "Christie's raft." We should like to see the regulation made imperative, if the promise of the model be borne out in practice. But it is almost as certain as anything can be, that vessels can be constructed so as never to founder until they fall to pieces with old age. It is merely a question of dividing the hull into a sufficient number of water-tight compartments, which may be done with little or no diminution of storage power, save with regard to very exceptional cargo, such as long iron girders, and the like. A ship thus built may start a butt-end, or burst a plate, or she may be cut down from bulwark to bilge in a collision, and she will not do anything worse than heel over to starboard or port, as the case may be, with one compartment full of water. After innumerable experiments and frightful expenditure upon the British Navy, our official shipbuilders are still finding out that a cork and an empty honeycomb cannot be sunk even by a 30,000 ton gun. So we may presently have one-ships built with fifteen feet thickness of cork five and six, or chambered after the fashion of the wine bar; and this same idea, or a similar one, is simplest, after all, as regards saving life on the ocean. It is an excellent thing to be able to set a piece of the deck safely floating, with a crew upon it; but a much better one to keep the entire craft and cargo on the surface of the sea, and

this might be effected by the proper application of the compartment system to every new vessel. But for this peculiarity in construction, two of the finest of Her Majesty's Navy would not be lying at the bottom of the ocean now; and, therefore, while warmly greeting Mr. Christie's invention, we would like to know whether it is not a disgrace to the mechanical skill of the age, and a reflection on Liverpool, to have a good and valuable craft go down, leaving her deck afloat like an awkward lubber, whose legs know better how to swim than he himself.

NOVEL APPLICATION OF CHLOROFORM.—The London "Lancet," of Aug. 15, says: "A novel, very interesting, and useful application of chloroform has just been made by Dr. Squire, of the Soho Hospital. A lady had been subjected to an examination under chloroform on Tuesday last. The husband of the patient wished to move her as soon as possible to her home at Norwood, but in her then condition of pain and exhaustion a journey was out of the question. The advisability of her return being strongly urged by her friends, it was proposed to perform the journey under chloroform, and this was actually accomplished on Wednesday. The patient was anaesthetized in her bed in George street, Hanover square, having no knowledge of her impending journey. She was then carried down stairs and placed in an invalid carriage, driven to her home at Norwood, and taken out and carried up-stairs to her own bed, without at any time actually recognizing her way on her way home. The journey occupied an hour and a half, and the patient was under chloroform about two hours.

NARROW ESCAPE OF PRINCE ARTHUR.—While bathing at Trouville on the French coast, Prince Arthur had a narrow escape from drowning. It appears that after swimming out some distance he was seen to disappear under a heavy wave. A waterman at once raised a cry for help and rushed into the sea followed by one of the Prince's aides de camp. They reached Prince Arthur just as he was losing his senses and brought him ashore. Some attendants from a neighboring hotel assisted to rub his body till breath and circulation returned, and his Royal Highness then walked to the hotel, where, two hours afterwards, he breakfasted heartily.

THE FIFTH CABLE across the Atlantic will be the one between Lisbon and Rio Janeiro. The European telegraph companies have agreed that the laying of this line has just begun; the steamer with the new cable on board having sailed from Lisbon. This will be a transatlantic line of considerable length, and of much importance, as it will connect South America telegraphically with the rest of the world. There is also some talk of connecting the Brazilian system of telegraphs with the cables now laid in the West Indies, so that this will put in direct communication with South America.

NEW ENGLAND MEN IN NEW BRUNSWICK.—It is always pleasant to chronicle the success of New England men, wherever they may be—and where is it they are not in the civilized world? Somehow or other their skill, enterprise and indomitable Yankee pluck ensures success in all their undertakings, and does credit to the land of their birth. For instance, the firm of Smith, Foster & Son men of Massachusetts built, which is now located in the proprietorship of the New Brunswick Nail, Shoe Nail and Tack Works, at St. John, N. B., can be referred to. Mr. Foster, senior, went from South Boston, Mass., to St. John, in 1870, and engaged in the manufacture of cut nails, and has prospered so well that he has been compelled to enlarge his premises several times in order to accommodate the increasing trade. His buildings now occupy 100 x 88 feet of land, and he has in his employment 60 people. Not only does the firm supply domestic trade with the products of their manufacture, but they frequently send large shipments abroad and to this country. Only a little time ago they filled an order for twelve tons of Hungarian nails to be sent to Australia via New York, and at the same time, they had orders on hand for 540 boxes of nails and tacks for exportation to the United States. The firm do good work at fair prices and understand New England trade from their previous experience therewith.—Boston Traveller.

A new use of anasthesia has been according to the London "Lancet," been developed by London physicians in conveying invalids from place to place. A lady was lately taken from George street Hanover Square, to Norwood, in a state of unconsciousness. But for the action of the drug she would have been unable to perform the journey, which was accomplished without her being even aware that she had left her bed.

A clergyman who left a notice in his pulpit to be read by the preacher who exchanged with him, neglected to denote carefully a private postscript, and the congregation were astonished to hear the stranger wind up saying: "You will please come to dine with me at the parsonage."  
The Secretary of the Treasury of the United States has issued a circular to the collectors of customs, directing that agents and attorneys shall not be permitted to make an entry of imported goods unless upon filing an affidavit with the collector, that the principal is too sick to be present at the custom house, or is absent from the country.

Ship Agents  
PORT OF ST. ANDREWS  
ARRIVED.  
Sep 3, Pointer, Tatton, Portland, four &c.  
G. Swift & others

H. Harriet, Sheehan, Portland, b. Ballant.  
E. Harter, M. Loucy, Boston, 1000 &c. H. Ross.  
Lodge, Evans, Eastport, Ballant.  
O. Offie, Matild, Waycott, Portland, b. Ballant.  
J. Clark, Portland, plank & G. F. Slickney.  
Julia Finch, Maloney, New York 225 tons hard coal.  
H. Harry, M. Q. Bond, Boston, Ballant.  
W. White, Carson, Boston, Ballant.  
OLKARD.  
Sep 3, Broadfield, Brit, Boston, 40 M lumber, 200 M laths 1600 S-sopers, R. Ross.  
4, Pointer, Tatton, St. Stephen, 600 bla. Ssur.  
Lodge, Evans, Eastport, Scrap iron, master.  
6, O. O. Tatton, Portland, 2430 sleepers, R. Ross.  
8, Unexp-cred, Simpson, Boston, 3200 sleepers, 1500 poles, R. Ross.  
9, Albert, Williston, Boston, 1985 sleepers, G. Godnow & Co.

Mr F. A. Stevenson, of the schr "Secon" kindly furnishes us with the following particulars of this vessel's running ashore:—  
"We left New York on the 1st inst., and had a good run over the shoals until we struck on Handverehil Shoal, on the 3rd inst., at half past one A. M. during the mate's watch. We made up our minds that we must leave the vessel at once, as there was a heavy sea, and an occasional breaker struck us forward and aft, leaving us uncomfortably wet and throwing us off our feet when out of reach of a rope. Commenced pumping at once but found that the water was gradually gaining in spite of all our efforts; when the sun rose we were in better spirits and kept the pumps going. The Captain took two of the crew with him and ran the kedge twice, no easy matter as the sea was high and breaking, but all hands were resolved to get the "Secon" off that shoal if she went out from under us the next moment. At last long stern broke loose from the sand, and by putting on sail we sid off the bank into deep water; the pumps were then sounded and we found 4 1/2 feet water in the hold; we then bore away for Cape Cod, and at 6 1/2 P. M., signalled a steam tug which towed us to Cape Ann, receiving for the service \$225. All hands were completely tired out for want of sleep and constant pumping, having been steady at the pumps for thirty six hours. A pilot boat here in sight, three pilots came on board, took charge, helped us to pump, and brought us in just in time to clear us of a short pile which we couldn't have stood but a while then. The vessel is to be hauled on the marine railway and repaired, and then proceed to St. Andrews. [The vessel is commanded by Capt. A. Maloney, and is owned here.]

DENTISTRY.  
Wm. HILLIGAN, DENTIST,  
WOULD announce to the citizens of St. Andrews that he will open an OFFICE IN THIS TOWN ON THE 15th OF THIS MONTH, do so after which time he will be prepared to perform any and all operations pertaining to his profession. Having devoted 4 years of close and careful study to Dentistry, he feels confident and qualified to perform all operations in an artistic and thorough manner. Charges always reasonable. Ether and Chloroform administered understandingly.  
ARTIFICIAL TEETH inserted from one tooth to an entire set. EXTRACTING a specialty.  
TEETH FILLED with Gold and Silver in a thorough manner.  
All work Guaranteed.  
St. Andrews, Sept. 10, 1873.

CUT NAILS! CUT TACKS!  
SHEEP NAILS.  
S. R. Foster & Sons  
STANDARD  
Nail, Shoe Nail & Tack Works  
Saint John, N. B.

ESTABLISHED 1860.  
(Formerly W. R. Adams City Hall, W. Mass.)  
Orders solicited, prompt attention and satisfaction guaranteed.  
SEP 10 1873

NOTICE.  
The business of the Bank of British North America, at present carried on at St. Andrews, will be transferred to St. Stephen on the 30th inst., and on and after which date the Agency at St. Andrews will be discontinued.  
The holders of Deposit Receipts can have them redeemed at St. Andrews, before the close of the agency, or can have them transferred to Saint Stephen.  
W. M. FITCHETT, Manager.  
September 4, 1873. sep 10 1873

Whitman's Threshing Machine.  
Superiority is claimed for these Machines in the following points:  
FOR Threshing and Cleaning more Grain, suitable for market, with less power and being more simple, durable, and less likely to get out of repair than any other machine in the market. For sale by  
C. E. FINE, Agent,  
No. 20 3rd St.  
Lime for Sale.  
300 B SHRELS first quality of LIME, see July 31.  
W. M. HICKS.

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