

SUMMARY OF NEWS.

GENERAL POST OFFICE.—The Government of the United States having raised the transit rate of postage upon newspapers conveyed through the American territory in the closed mails between Great Britain and Canada, all newspapers hereafter by closed mails to or from Canada will be liable to a charge of one penny each, instead of one-half penny as heretofore, as this rate will be level on the delivery of each newspaper whether in the United Kingdom or in Canada.

(From the Quebec Mercury, Sept. 11.) We have this day received information from a quarter entitled to confidence, informing us that on and after the 4th November next, the transmission of the mails to and from the old country will be made via Halifax and Quebec; that from a period in the same month (not yet fixed upon) no accounts with the United States Post Office will be kept; and lastly that it is very generally rumored, and as universally believed, that the beginning of operations on the line of railway to Halifax will be made with as little delay as possible.

QUARANTINE.—Quebec.—The Chronicle of the 13th inst. furnishes the following notes of the state of affairs at Groose Isle. "The number of deaths at Groose Isle from Monday to Friday last, was 104. The new sheds having been completed, the sick have been removed from the tents and the churches, and the hospital accommodation, we are happy to learn, is quite sufficient. Things were getting into good order, when unfortunately there arrived two vessels, in a most deplorable condition with sickness and "fit," which had caused considerable derangement. One of the vessels, the ship Superior, from Londonderry, had 366 passengers, 18 of whom died on the voyage and 120 were landed sick. The other vessel was the Eiza Jones, from Glasgow, from which 30 sick were landed; she had 359 passengers in all, and had 30 deaths on the passage."

Saint Croix Branch of the Saint Andrews and Quebec Railway.—We have recently perused a letter from Calais (France) addressing the person to whom it is addressed, who resides in this city, that the people of that place and of the neighbouring town of Saint Stephen—these villages are directly opposite each other, at the head of the salt water navigation of the River Saint Croix—contemplate establishing a branch of the St. Andrews and Quebec Railway, to terminate at Saint Stephen, on the bank of the river. The length of this branch it is computed will be about fifteen miles, and it is expected that it will be means of a bridge to span the Saint Croix, be ultimately connected with a railway to be laid between Calais and Bangor. The route of this contemplated branch would start from Weston's point—so called—and pass through the valley of Denny's stream, where a level can be had for nearly the whole distance, between the river, and where the branch would unite with the main line. Many advantages would spring out of this enterprise, and as the unpeopled wastes would secure many beneficial results, it is to be hoped that at an early day, we may have the pleasure—in common with our contemporaries—of announcing the commencement of this important work.—St. John Athlon.

SUPREME COURT. On Wednesday last, a lad aged about 18 years, named Wm. J. Tait, was found guilty of breaking into the store of Messrs Johnson & Mackie, in Chatham, in April last. His Hon. Judge Carter sentenced him to 7 months imprisonment in the Provincial Penitentiary.

SAMUEL GILLIS was found guilty of stealing three barrels of Salmon, the Jury recommended that the Judge should deal leniently with him. He was sentenced to three months imprisonment in the County Gaol.—Miranichi Gleaser.

FISHERY IN THE BAY CHALEUR.—The American papers state that upwards of eighty vessels have gone from the port of Gloucester, in Massachusetts, to prosecute the fisheries in the Bay Chaleur. We should like to know the number of vessels from the Colonies engaged in the fisheries in this quarter.

THE BATTALION OF ST. PATRICK.—In the recent battles in Mexico, the American army suffered severely from a company of about 200 Irishmen, who fought with great bravery and those who escaped being killed, were taken prisoners. A New York paper says that they were deserters from the American army. The flag of this company had upon one side, emblazoned the arms of Mexico, while on the other Erin's Braid with its attendant harp. They will no doubt be treated as traitors, although strong efforts were being made to save them. All the Mexican ladies in the town had signed a petition in their favour, which has been sent to Gen. Scott.

Accident.—On Monday evening last, Mr. Elias Yerxa had the four fingers of his left hand cut off by a Circular Saw, in Captain Chestnut's Steam Mill. We regret this, as well as the various other accidents of the same kind which have recently occurred both here and in St. John; and we urge the necessity of extreme caution, in a business so dangerous. But a few days ago, a man in the same employment, would have been cut in two by a Circular, were it not for his presence of mind in kicking the hand off, when the Saw was just entering his body.—Reporter.

The building of the Cathedral is proceeding with great activity. The most splendid specimens of Norman stone, cut and newly moulded for the door ways and win-

dows, have been received; and the main body of the work, under the classic arrangement of Mr. Willis, begins to assume a beautiful elevation.—Ibid.

(From the Royal Gazette.) An Act to repeal the Duties imposed upon articles imported into this Province under the Act of the Imperial Parliament, intitled "An Act to regulate the Trade of British Possessions abroad."

Passed 14th April 1847. WHEREAS in and by an Act of the Imperial Parliament made and passed in the ninth and tenth Years of Her Majesty's Reign, intitled "An Act to enable the Legislatures of certain British Possessions to reduce or repeal certain Duties of Customs," power is given to the Legislature of this Province of New Brunswick to reduce or repeal all or any of the Duties of Customs set forth in a certain Table in an Act made and passed in the eighth and ninth Years of Her Majesty's Reign, intitled "An Act to regulate the Trade of British Possessions abroad;" and whereas it is deemed advisable that all Duties imposed by the said last mentioned Act upon the importation into this Province of the several articles enumerated in the said last mentioned Act, should be repealed from and after the first day of April which will be in the year of our Lord one thousand eight hundred and forty eight;

I. Be it therefore enacted by the Lieutenant Governor, Legislature Council and Assembly, in General Assembly convened, and by the authority of the same, and the power given, and granted by an Act of the Imperial Parliament made and passed in the ninth and tenth Years of the Reign of Her present Majesty, intitled "An Act to enable the Legislatures of certain British Possessions to reduce or repeal certain Duties of Customs, that from and after the first day of April which will be in the year of our Lord one thousand eight hundred and forty eight, the Duties in and by the said Act of the Imperial Parliament, intitled "An Act to regulate the Trade of British Possessions abroad," upon all articles imported or brought into this Province, be and the same are hereby repealed.

II. And be it enacted, That this Act may be amended or repealed by an Act to be passed at this present Session of the Legislature.

III. And be it enacted, That this Act shall not be in force or take effect until Her Majesty's Royal approbation be thereunto first had and proclaimed.

This Act was specially assented to, and such assent ordered to be proclaimed; by an Order of Her Majesty in Council, dated the 10th of August, 1847.

BRITISH CONNECTION AND RAILWAYS.—We select the following paragraphs from an ably written communication in the Fredericton Reporter, on British connexion and Railways:— "Who does not see that the future political relations of the British North American Colonies depend, very essentially, on the question of a railway, or no railway communication between them. To remain in their present condition in this respect is not to advance but to recede—to be doomed to the perpetual imbecility of a state of infancy.

Are our public men prepared to transfer their allegiance to a foreign state? If so, let them disregard as well Colonial as imperial interests, and slumber on in their present condition of perilous apathy. Let them stand still, and see the petty slowly approaching consummation.

Without a railway communication between the upper and lower Colonies, we venture to predict that the man is now alive, who will witness, not a separation of these Colonies from the parent state only; but their annexation to the neighbouring republic, and this, whether the integrity of that republic is maintained or not—if not maintained, to the Northern section of it.

If the U. S. are to furnish Canada with its shipping ports—with access, ingress and regress to and from its soil—the sympathies of the people will naturally follow the channels of their trade, until they cease to be British. Where a man's treasures are, their will his heart be also."

The consolidation of a great Colonial empire may involve other elements than a railway communication between them, but this is absolutely indispensable as one of them. Without this, there can be no overcoming of their present isolation with respect to each other—no cementing of a community of interests and consequent sympathy of feeling.

New Brunswick has hitherto been a sort of terra incognita to the people of England and Scotland, and its separate existence from Canada or Nova Scotia has scarcely been recognized. The Province owes much to the recent delegation from the St. Andrews and Quebec Railway Company for making known in the metropolis of England, the fact of its separate existence, its extent, capabilities, and resources. The London Journals are, in consequence, beginning to notice it under-standingly, and to appreciate its importance—also, to perceive its wants in order to the development of its great natural resources: The London articles are being copied into the Provincial and other papers, and we are thus in a fair way of being better known on both sides of the water. The advantages of this are obvious.

The Steamer Britannia.—On the 15th inst. at 6 p. m., on the passage from Liverpool to Halifax, the Britannia ran aground between Cape Ballard and Cape Race, but was immediately backed off and proceeded on her voyage, although she sustained considerable injury.

The passengers in their card to the public state: "The promptness and skill of Capt. Harrison in thus extricating the Ship from her perilous position, as well as his uniform courtesy and untiring devotion to his duties during the whole voyage, have won from us all our kindest feelings towards him as a man, and our unwavering confidence in him as a commander.

The Britannia left Boston at half past six o'clock on Monday morning for New York, to go into dock for repairs. Her cargo was all discharged on Sunday, as there was no time to be lost, and upwards of one hundred hands were employed.

Murdered her two husbands.—We learn from the Cumberland Mountain, that a foul murder was committed by a woman upon the person of her husband, some few days ago. This woman is the same identical Mrs. Fry, who was accused of being accessory to the murder of a former husband. (Mr. Fry) in the upper part of Allegheny county, Md., some two years since, and for which a man named Crise suffered death on the gallows.

She committed the foul deed while her husband was sleeping, by pouring hot lead into his ears. This last tragedy was performed in Pennsylvania, and near the Maryland line. She is now confined in jail to await her trial.

A GOOD INVENTION.—A New York paper says, a model has been made for a "grooved iron road" in Broadway, with four tracks, and so constructed as to suit any description of carriages or vehicles used in that city. The grooves are to be made half an inch deep, and six inches wide, by which means they will offer no obstruction to carriages in crossing. The grooves to be laid on wood stretchers running lengthways in the street. The middle, where the horses travel, to be paved with round stone. The cost of such a road will be trifling compared with its worth, and two horses can draw as many passengers as now are carried in six omnibuses.

USE OF CORN.—A Yankee, passing thro' the Miami valley, made this enquiry of a young farmer, who had just been replenishing the inner man with a drop of consolation. "I say, mister, what is the staple product of this 'ere section of the country?"

"Corn sir," was the reply. "We raise here seventy bushels to the acre, and manufacture it—hic—into whiskey, to sell nothing—hic—of what is wasted for—hic—"

IF ROW IN LOWER COVE.—A smart row was kicked up in Lower Cove, on Tuesday night or Wednesday morning, by which one man has, most probably, been deprived of a portion of his life time, and another, most certainly, of a portion his hearing apparatus. We can hear no authentic accounts of the fray, but believe it originated in the desertion, by his wife, of a young married man, who, burning with anger and well-founded jealousy, armed himself with a sword, and proceeding to be retraced, attempted to carry her off by force. Finding unexpected foreign resistance, he commenced yelling about him with the sword—driving the tail of the guard through the skull of a man named Dunbar, and shaving the cheek and ear of a baker named Rubicon. The above is the substance of the flying reports, and we cannot touch for the correctness of the ingredients.—Herald.

IF THE Steamer Saint John has been repaired and is about to sail, several feet longer than she previously was, and otherwise much improved. We wish her better success than she has hitherto had.—Ib.

STEAMSHIP BRITANNIA.—The injury done to the Steamer in such last Capt. Harrison deems it prudent to have her docked for examination. The docks and ways here being all occupied, Capt. H. has determined to proceed to New York to day for repairs. The B. will probably not return to this port, but will leave New York for Liverpool, on her regular day, Oct. 1st. Com. Foxhall A. Parker would have tendered the use of the Dry Dock at the Navy Yard, Charleston, but the Frigate Constitution being in, and nearly stripped it was impossible to remove her.—Boston Atlas.

The steamer St. John, after having been lengthened about 30 feet, and otherwise improved, is again in order to resume her trips to Fredericton.

The new steamer CARLETON, commanded by Capt. Charles Segee, made a trial trip on the river opposite Fredericton, last week, the result of which was highly satisfactory. She was built at Nelson's Mills, on the Nashwaakias, and is intended to run between Fredericton and Woodstock.

Lt. Col. Whannell, who has commanded the 33d Regt. since its arrival in the Province, and who has been generally respected by the inhabitants for his urbanity and kindness, left Fredericton on Monday last, en route for England, on leave of absence. Major Blake takes command of the Regt. in the absence of Col. Whannell.—Head, Qrs.

The treasury of the State of Maryland will be "more than able," says the Baltimore Patriot, to resume the payment of interest on the State debt, on the first of January next.

Temperance in Halifax.—We learn with pleasure that our esteemed friend and zealous advocate of "the cause," Mr. L. F. Payson, agent of the St. John Young Men's T. A. Society has lately lectured in Halifax, and that he was cordially welcomed by a numerous and respectable audience. An accession of twelve members was received at the close of his address. A new Temperance Society was about being established by the young men in Halifax some ten days since. One of the principle features in the constitution of the new society will be, the admission of more, as members, but unmarried young men, and that as soon as a member becomes a B. B. he is then to be placed on the honorary list.—Tem. Telegraph.

The Boston Daily Mail, of Monday 12th inst., says.—"The schooner, Louisa Willard, Carve, of and from St. John, for that port lumber loaded, went ashore on Ipswich beach on Sunday morning, about 4 o'clock.—Crew saved.—Total wreck."

THE STANDARD.

St. Andrews, Wednesday, Sep. 29, 1847. CHARLOTTI COUNTY BANK.

Director next week—H. Fisher. Discount Day—TUESDAY. Hours of Business, from 10 to 2.

Bill and Note for Discount must be lodged with the Cashier, on or before Monday otherwise they must lie over until next week.

St. Andrews Steam Mills and Manufacturing Company. Director this week—F. A. Babcock. J. Weimore, Agent. Saint Stephens Bank.

Director next week—Geo. M. Porter. Discount Day—SATURDAY. Hours of Business, from 10 to 1.

Bill and Note for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

LATEST DATES. Liverpool, Sep 4 Montreal, Sep 17 London, Sep 3 Quebec, Sep 17 Edinburgh, Sep 1 Halifax, Sep 22 Paris, Sep 1 New York, Sep 29 Toronto, Sep 13 Boston, Sep 27

LATEST FROM MEXICO.—By our late Am. Exchanges, that accounts have been received from Havana to the 10th inst. The news from Mexico which the papers contain is no later, although somewhat fuller than that previously received from Vera Cruz. The Diario de la Marina asserts that the National Congress being unfavorable to peace in the cause of a quorum not having been assembled in the Capital. It is stated that many of the members had proposed to meet in Queretaro, and supported by Valencia and Paroles who had pronounced at Toluca; resist any treaty of peace made at the Capital. Notwithstanding this, the editor does not deem it imprudent that the negotiations may have a successful termination.

In the Diario de la Habana we find a very volunuous address to the Mexican people, extracted from the Diario del Gobierno, of the 25th ult. The whole address seems to be a studied and labored defence of Santa Anna, and eulogium upon his conduct, and is possibly an emanation from the pen of the General-in-Chief himself.

THE TRIAL OF THE WOODSTOCK RIOTERS. THE QUEEN VS. JAMES McLEARN and others. The trial of this case, which was expected to have taken place at Woodstock, at the present time has been put off until the next sitting of the Court there, which will not take place until next September; owing to the Challenge of the array made by Defendants Counsel having been sustained by the Judges. We learn that the grounds of the challenge are as follows:—

First—That the sheriff filed no list of Jurors qualified by Law, for the year 1847, (from which the present panel should have been made up.)

Second—That the names of a number of the Jurors returned were not found on any list; and, consequently, the panel was imperfect.

Third—That the Sheriff had wilfully excluded all Roman Catholics from the panel. On the first ground the Judges had no doubt, and therefore quashed the panel.

We think it would be much more likely to promote that harmony and good feeling which should always prevail among all classes and creeds of Her Majesty's Subjects, if the duties and privileges of British Subjects were enjoined and allowed, without reference to their religious belief or political predilection. Messrs. Wilnot and Friel of Fredericton, and Messrs. Ritchie of St. John, counsel for Defendants.

IMPORTANT.—The Act to repeal the Duties imposed upon articles imported into this Province, under the Act of the Imperial Parliament, intitled "An Act to regulate the Trade of the British Possessions abroad," passed by our Provincial Legislature at its last session, with a suspending clause, received the Royal Assent on the 12th of August last, and will come into operation on the first of April next. The House of Assembly, therefore, in passing the Revenue Bill next winter, will have to revise the whole Provincial tariff, as no duties will in future be collected at the Custom House, but will all be paid by the importers at office to the Province Treasurer of his Depaties.

Capt. Enos Cook of the Brig Enterprise of Yarmouth, N. S., from Bermuda, reports that while tacking ship on the 26th inst., near the south end of Grand Manan, his mate, Mr. Herbert Allen, fell over-board, and immediately sunk to rise no more.

We have pleasure in announcing to our friends, that an engagement has been made with Mr. Gough to lecture in this town. Mr. Gough has been constantly engaged in lecturing to large audiences upon the "Total Abstinence" question, for several years, and has been the instrument in the hands of Divine Providence, of reforming thousands from the paths of intemperance. We have been informed by several persons who have heard him, both in the United States and since his arrival in this province, (where he has been very successful) that he exceeds all other lecturers upon the Temperance question, both in his power of gaining the attention of his audiences, and in convincing them of the correctness of the principles in the advocacy of which he is engaged.

We understand that Mr. Gough has been engaged to lecture here by a few disinterested individuals; and we hope that they will be encouraged to persevere in their noble and praiseworthy efforts, by a full attendance upon the lectures; this being the most effectual method by which the public can testify their approbations of the good cause in which those persons are enlisted.

It is our painful duty in this number, to record the decease of Dr. Frye. He was a man, the loss of whom must be deeply and sincerely deplored by all classes of the community. In his wearied united a sound judgment, a benevolent heart, an amiable disposition, and an irreproachable character. From our childhood we have been accustomed to look upon him as a parent, and his kind advice and friendly admonitions, we have often had the good fortune to receive. We view his loss as the bereavement of a near and valued relative; and sure we are, that every one who has had the pleasure of his acquaintance, and who is not devoid of the ordinary feelings of humanity, will entertain a like sympathy.

Whether in his family, in the social circle or in public life, the same unvarying kindness of disposition, gentleness of deportment, and rectitude of principle, were manifested. It is seldom a man has pursued a public course for so long a period, with firmer friends or fewer enemies. His duty as a man and a christian was faithfully discharged;—his life was spent in benefiting his fellow creatures, his death is unfeignedly lamented, and his name and memory will be long and gratefully cherished.

We sincerely sympathize with his bereaved family, in their present affliction.

THE RAILWAY. The survey of the line of Railway between this Town and Woodstock, is proceeding rapidly under the superintendence of Mr. Laurie and his assistants. So far as they have proceeded, we understand, the line has been found practicable, nothing as yet has transpired as to the terminus, we must wait for Mr. Laurie's report.

Launched on Thursday last, from the ship yard at Indian Point, a well built and splendid barque named the IVY GREEN, of 372 tons, built by Mr. G. Gelly for F. A. Babcock Esq.

SONS OF TEMPERANCE. The Grand Division of the Province of New Brunswick was duly formed at Saint Stephen on Thursday the 16th inst., by Dr. M. W. P. Campbell. Ten duly qualified representatives from the different Divisions were present, and the following Brothers were elected and installed Grand Officers for the current year:—

G. W. P., A. Campbell; G. W. A., Asa Coy; G. Scribe, F. H. Todd; G. T., J. H. Whitlock; G. Chaplain, Chas. Stephenson; G. Conductor, W. Todd; G. Sentinel, R. Seely; F. H. TODD, G. Secur.

Battle with the Indians.—A letter from the St. Louis Reveille dated Aug. 16th, written beyond Paynee Fork, states that Capt. Smithson's company was attacked on the first day of August, near the Paynee Rock, by about four hundred Indians, in which the Indians lost, it thought, some six or eight killed and as many wounded. The Indians succeeded in running off twenty-four horses which broke loose when the Indians made their charge. No loss sustained on our side. By the same letter we learn that the measles have been very prevalent in this company, which has retarded their progress very considerably.—Two have died of the disease.

PULMONARY CONSUMPTION. From its having almost always baffled the most skillful medical treatment, has very justly been termed the "Opprobrium of Physicians;" and, until within a few years, been generally considered "incurable," although many medical men of the highest standing, among whom we may mention Linnæus and his friend Bayle—both distinguished authors, admit that this dreaded disease may be cured, even in its advanced stages, when the lungs are not completely disorganized. The remedy which we now offer, Winand's Balsam of Wild Cherry, for the cure of this disease, not only emanates from a regular Physician, but has also been well tested in all complaints

for which it is recommended, therefore, in an early and simple endeavor to give it usefulness; and flatter myself will enable me to find virtues as will satisfy the most scrupulous. The Consumption may and should be cured by this medicine. Resorted to. The genuine signed L. F. Sold by Thos. Sims, St.

At his residence in the morning last, the 27th inst. Esquire, M. D. in the deeply lamented by a large number of friends. Educated in New Hampshire, of Graduate, he soon after study of Surgery and completed the usual preparation moved to Saint Andrew and from that time till nearly thirty-seven years exercise of his profession, and a sound judgment, and a great experience qualified for the discharge which he had been so long in the service of his patients, he exhibited patience, but was called to the even tenor of his way, and met death with the christian's—Cope.

At St. John after a further residence of Queen-street 34 years, William, elder Deak, formerly of Newton Island.

On Thursday evening of debilitating fever, P. Fairbanks, aged 34 years, Peterham, (Mass.)

SHIPPING. ARR. Sept. 23. Cutter Matt general cargo—27 do. do. — Brig Enter; ballast. H. F. — Ship St. La sengers, H. Fr — Cle. Sept. 22. Schr. Elm coals, F. A. B 24. Cutter F. A. B 25. Brig Catho H. Frye & C 28. Cutter Math

On the 11th inst. 58, O. W. the brig Andrews for Hull. Lawrence, 8 days, of by the Indians at Santa goua, and the Capt. paralarously murdered; degnal.

The ship Roberts, of her crew, at Galeuta been arrested.

Temperan MR. J. Y The celebrated Te Tuesday Evening, next, at the Town mence at 8 o'clock Tickets of admis at the stores of Me G. F. Suckey, and Hotel. H.

SURROGATE C COUNTY O In the matter of the Ewen, late of l in the County of WHEREAS Geo tor of all and a teils, and credits, wh chibald McEwen dea death, has this da the said Estate, a Creditors and next, and all persons inter any party a and ate lowance of the said Notice there of is to all the creditors t said decedent, and in the said Estate, a to appear before PROBATE, to be Registrar of Probab the said County of twenty sixth day of month, to attend of of the Account of Given [L. S.] Seal of tenth 1847.

GEO. D. STREET Registrar of

Byass' Lo Stout & JUNE Just received ex 102 Casks & d PORTE 2 Hhds. D B 2 Pale J.