

SUMMARY OF NEWS.

FROM TURKS ISLAND.—A file of the Royal Gazette, published at Grand Turk, to the 6th instant, contradicts a statement, which appears in a Boston Paper, of a destructive gale having occurred there August 19, which destroyed 100,000 bushels of salt. It announces that there has been no blow there, and that they have on hand, ready for shipment, many hundred thousand bushels of salt.

NORFOLK, U. S. Oct. 25.—The British ship, *Peri*, from Dominica, for Baltimore, is in Hampton Roads, having on board the crew of the British brig *Vernel*, of Liverpool, Nova Scotia, from Wilmington for Trinidad, abandoned at sea.

SPANISH INSULTS.—Public Feeling.—An illustration of the strong general feeling of indignation, aroused in the minds of our citizens by the insults and outrages perpetrated by the authorities of Cuba, upon vessels and citizens of the United States, we give the following extract from a private letter from a friend, who is not of the very excitable class.

"If the American government will pocket such an outrage in the face of all nations, they will submit to the lowest degradation which the Spanish Queen chooses to inflict. It has come to a pretty pass that a Spanish official is dictating what Americans shall or shall not be on board of American ships. First we know they will have a Spanish band re-organizing the Cabinet at Washington. They have only to make the motion, and Fillmore will succumb off in the cars for the North. It is too degrading to think of. Every armed ship bearing American colors, every particle of available force, should be ordered at, and her crews upon the Isle of Cuba, without waiting for her Ladyship's apology."

PRESIDENTIAL ELECTION.—The Election to the office of President of the United States for four years from the 4th of March next, has resulted in favour of the Democratic candidate, General Franklin Pierce, of New Hampshire, by a large majority over the Whig candidate, General Scott. Of the number of electors to be chosen in all the States (296), there are known to be 212—63 more than necessary for a choice—in favour of General Pierce for President, and W. R. King, of Alabama, for Vice President. The following is a list of the States that have returned Democratic electors, with the numbers:—

Maine, 8; Rhode Island, 4; New-York, 35; Delaware, 3; Pennsylvania, 27; South Carolina, 8; Mississippi, 7; Arkansas, 4; Michigan, 6; Indiana, 13; New-Hampshire, 5; Connecticut, 6; New Jersey, 7; Maryland, 8; Virginia, 15; Alabama, 9; Missouri, 9; Texas, 4; Illinois, 11; Ohio, 23.

For Scott—Massachusetts, and Vermont, Other States not heard from.

The Grand Division of the Sons of Temperance in Nova Scotia, held its annual session in this city on Wednesday and Thursday last, when there was a respectable attendance from various parts of the Province. The proceedings were interesting and harmonious. An address was presented to his Excellency the Lieutenant Governor, who assured the Grand Division of his approval of their object, and his best wishes for their success.

The "Maine Law" came up for discussion, and it was resolved to petition the Legislature for the adoption of a similar enactment in Nova Scotia. [Halifax Church Times.]

RISE OF THE VALUE OF LAND.—So certain are the good people of Shediac, that they are not only to have a Railway in that quarter, but a terminus also, in their pretty and beautiful village, that real estate with them has taken a wonderful rise of late in public estimation, as will appear by an article which we subjoin:—[St. John Chron.]

Extract of a letter from a gentleman of St. John, N. B., dated Shediac, 7th ult.:—"I arrived here this morning, and find that land has risen a hundred per cent. in a week. Much money has changed hands here to-day, and more will to-morrow. I am perfectly satisfied that a steamer from Pictou to Charlottetown, Pictou, and this place, would be by far the best undertaking going next year. This will be the centre of a large business, as there will be 1000 men at work on the Railway from this to the Bend, which is to be opened for traffic in the spring of 1854. Already a site is being looked out here for warehouses for a forwarding firm to Canada."

We learn from a gentleman in Pictou, that for some time past he has had in contemplation the making an attempt to start such a communication as that mentioned above. [Eastern Chronicle.]

NATIVE INDUSTRY AND GENIUS.—Our attention has been called to a beautiful model of a Private, and a smaller model of a Ship, both fully rigged, the exclusive workmanship of a native of this city, Mr. G. B. K. Blatch, Junr. The first named, and larger model, was constructed expressly for the Provincial Exhibition at Fredericton, and was there exhibited; and we are informed that it attracted universal admiration, and was considered fully entitled to a prize; but inasmuch as no provision was made by the managers of that Exhibition for a premium for any specimen of naval architecture, or for any model of whatsoever description, no prize was given for any production of that kind, which we cannot but consider as a very remarkable omission.

These beautiful models are at present on view at Mr. Hoyt's Commission Store, in Prince William Street, and are well worthy the inspection of those who are inclined to patronise native talent and ingenuity. [St. John Paper.]

AMERICAN FISHING VESSELS.—A correspondent of the *Miramichi Gleaner*, writing from Shippegan, says:—The American Fishing Vessels which have been all summer in the Gulf and Bay de Chaleur, are now about taking their departure for home. There is scarcely an instance where one of them has got a full cargo during the season. During the summer they made Little Shippegan Harbor their chief depot for wood and water. Several times forty or fifty sail were in at one time, and strange to say, I discovered that the principal number of these vessels were commanded by Nova Scotians. The crews chiefly consisted of Nova-Scotians, Americans, Swedes, Russians, Portuguese, &c.—They complain hard against Capt. Colin Campbell, of the steamer *Devastation*, and his tender a brigantine, and owing to their activity in keeping them out of the Bay they solely attribute their short take. Several of these vessels in former years have been known to make two and three trips in a season, from those shores and home, averaging 600 bbls yearly.

Trade with Nova Scotia.—The following are some of the articles imported into this port from Nova-Scotia during the three months ending the 10th Oct. last:—

Apples and pears, 3,236 barrels; ale, 25 barrels; barley, 178 bushels; Butter, 245, 415 pounds; bark, 57 cords; cheese, 245 cwt.; coals, 920 chaldrons; deals, 1,205,000 feet; eggs, 14,310 doz.; firewood, 681 cords; lathwood, 104 cords; oats, 1830 bushels; plums and cherries, 1096 bushels; potatoes, 10,480 bushels; staves, 80 M.; sheepskins, 35 crates; turnips, 260 bush; trenails, 18 M.; oxen, cows and heifers, 621; calves, 60; horses, 70; sheep, 5183; dry fish, 7861 quintals; mackerel, 860 barrels; pickled herrings, &c. 2423 barrels; fish oil, 251 barrels. [Courier.]

We learn from the Church Witness, that Frederick Herbert Ruel, 2d Lieut. Royal Marines, who was formerly a resident of this City, has been appointed to the Agamemnon, a magnificent first-class crew Steam Frigate of 90 guns, which was lately launched from H. M. Dockyard at Woolwich. It is stated the Agamemnon is to join a most powerful squadron now in course of formation. The object or destination of the squadron is not added.

Lieut. Ruel is brother to J. R. Ruel, Esq., Deputy Common Clerk of this City.

European Intelligence.

SEVEN DAYS LATER FROM EUROPE.—The steamship *Africa*, with London and Liverpool dates to the 23d ult., arrived at New York on Thursday.

Later accounts had been received in England from the Expedition in search of Sir John Franklin, but nothing had been discovered to throw any additional light on the fate of Sir John's Expedition.

The Hon. S. Cunard had an interview on Wednesday with Sir John Pakington on Railway matters.

Louis Napoleon will assume the title of Emperor in December or May. It is stated that the Pope will crown him at Paris.

Abdel Kader is certainly to be liberated, and sent out of France.

MARKETS.—Broadstuffs very firm. Corn from 1s. to 2s. dearer. Flour is selling at full prices. Cotton unchanged.

A letter is published from Joseph Hume, M. P., the chief of the liberal party, deprecating any movement in favour of the ballot per se.

In Manchester a Free Trade banquet will be held on the 24th Nov., at which upwards of fifty members of Parliament will be present. It is stated that the government have no intention of reviving the active powers of the Church Convocation.

A London, Liverpool, and North American Screw Steamship Company is announced, with a capital of £600,000. A charter has been applied for and will probably be secured.

The Steamers of the company will leave London and Liverpool alternately, throughout the year; Canada and Newfoundland, from March to October; and during the remainder of the year will call at Portland.

A fatal duel had occurred at Windsor, in which Capt. Courten of the French navy was killed.

The British Southern whale fishery had broken up their establishment at Auckland Islands, and will abandon the colonization of that group.

THE EULOGY ON MR. WEBSTER.—We regret to learn that Mr. Everett, in consequence of his acceptance of the office of Secretary of State, has been obliged to decline the invitation to deliver the Eulogy on Mr. Webster. Hon. Rufus Choate has been requested to perform the service; but his decision has not been made public.

Mr. Everett leaves Boston immediately, to assume the duties of his new appointment at Washington. [Trawler.]

MADAME SONTAG'S RESPECT FOR DANIEL WEBSTER.—During the time Mr. Webster was in England, he became acquainted with the Countess Rossi Sontag, and paid her several visits. On Friday last week her seventy concert was announced to take place at the Musical Fund Hall in Philadelphia. All the seats for this concert had been sold the day previous, and everything promised a brilliant concert.

A friend called upon her on Friday morning and informed her that that day was fixed on for the funeral of Mr. Webster. She at once summoned her agent and informed him that on no account would she sing on such a day; and the concert was consequently postponed.

THE STANDARD.

WEDNESDAY, NOV. 10, 1852.

We observe that some of our St. John contemporaries are making capital out of paragraphs published in the Halifax papers, which announce that Messrs. Sykes & Co. have contracted to build Railways in Nova-Scotia, some of them with double tracks, at the rate of £4,000 sterling, per mile, including rolling stock, depots, &c., and to be finished equal to English railroads. Our contemporaries "do not believe that Messrs. Sykes & Co. have either made such a proposal, or if they did make it, they would be able to carry it out."

Indeed!—We can state from information which may be relied upon, that Messrs. Sykes, King & Co. have made proposals to construct 325 miles of railway, single track, to include rolling stock, &c. at the rate of £4,500 sterling per mile, and that they are prepared to carry on the work.

The St. John Freeman of Saturday last, contains the following; and we are surprised that such a statement should be given to the public, without its having some foundation:—

"It may, perhaps, give some insight into the true character of any proposal they have made to state, that they also made proposals to the E. & N. A. Company for the construction of the road within this Province, and a most extraordinary sort of proposal they made. It was to grade the road on a level at £1,700 sterling per mile, cuttings, embankments and bridges to be paid for as extra work."

From the best authority we learn, that these eminent railway contractors did not make any proposition whatever to the E. & N. A. Railroad Co. to grade their road. And of this we feel assured, that, when they do make a contract, they possess not only the theoretical and practical knowledge requisite, having been regularly educated railway engineers—but have also ample means to fulfil any engagements they may enter into.

The business of the Circuit Court is progressing slowly, notwithstanding the efforts of His Honor Judge Wilnot to get through with the causes. The Indian, tried for an attempt at rape, has been sentenced to two years in the Penitentiary. In the action of the Bank of British North America vs. Jas. Travis, the Jury found a verdict for the defendant.

European & North American Railroad.—

Enormous cost per mile.

On looking over the printed copy of the Contract made with Mr. Jackson for the Construction of the European and North American Railroad, we find the following astounding paragraph:—

"And it is understood and agreed that this Agreement and Contract is based on the supposition and assumption that iron rails can be purchased in England, free on board, at £6 10s sterling per ton. And it is hereby agreed that should this not be the case, any increase upon this amount will be added to the contract price, and any decrease will be deducted therefrom, and with respect to chains and pins a relative deduction or advance shall be made."

Can it be possible, that men in their sane minds gave their assent to this extraordinary stipulation? Why at this rate the road may cost £10,000 or £15,000 per mile—as iron at latest advices had risen 60s. stg. per ton! and this has occurred since the passage of the Railway Bill. However the agreement will not be in force until Her Majesty's assent has been given to the Bills.

Great Scarcity of Shipping.—The Savannah Republican of the 29th ult., says:—We desire to call the attention of Northern ship-owners to the fact, that there is at present an almost unexampled want of vessels in this port for freighting cotton, both foreign and coastwise.—There are now 10,000 bales more of cotton here than at the same time last year. With 2,000 tons more of shipping now in port than at the same time last year, freights to New York are 57-1-2 cents per 100 lbs., against 15 cents last year; to Liverpool, 7-16 to 1-2d this year, against 3-8d last year.

QUEBEC, October 27.—A charter for a grand trunk Telegraph Company from Quebec, Detroit, Buffalo, &c., has passed the Parliament. The trunk line will be 850 miles long, with 500 miles of branches leading to the principal towns. Some 600 miles of the poles are already up, and over 400 miles of the wiring finished, and the remainder will be completed by spring. Over 1000 business men have taken stock. The line will cost \$260,000. The net profits of the old line have been 57 per cent. in three years. The new line proposes to connect with the House line at Buffalo.

A MIRACULOUS ESCAPE.—A gentleman named Wood, living near Railway, N. J., as he was going on horseback to church, last evening, took the New Jersey Railroad track, to save the mud of the common road. Suddenly, before he could reach a crossway, and while he was yet undiscovered by the engineer, a train running at the rate of forty miles an hour, struck his horse and killed him instantly, tore off the saddle so that it hung to the sides of the locomotive, and yet left the man perfectly unhurt, though he was thrown off to some distance. When the train was stopped, and the passengers ran back to see what the matter was, he was found contemplating his poor horse, without a bruise or scar. How he escaped he cannot tell, as he lost all consciousness the moment the accident occurred. [N. Y. E. Post, 1st.]

GLORIOUS NEWS.—We alluded in our last to the rumor that Mr. Higginson is coming out here as Governor General of British America—the answer the better! The confidential adviser and friend of the great and good Lord Metcalfe is the man above all others best calculated to handle the miserable sham, the ugly phantasmagoria, responsible government! Mr. Higginson remembers Canada when the "responsibles" were in opposition—when, at the Beauharnois at the canal, blood was being poured forth like water, that a noisy unprincipled faction might obtain power and pelf and be permitted to disgrace the ministerial benches. Mr. Higginson remembers when the Pilot newspaper, then edited by the present Inspector General, called the illustrious deceased a tyrant and accused him of wilful falsehood, of which the old man was totally incapable, when it and the *Journal de Quebec* exulted over and over again in his approaching death, and published bulletins as to the state of the governor's health, which in every line betrayed the most cold-blooded malice, when the present Attorney General alluding to the quasi-allegation said "the British constitution was not liable to be cut off by a cancer" (!) and was hissed by his manly Irish audience for doing so, when the present Inspector General exclaimed "we must be attacked" and raised a real and bloody riot by enduring a sham assault. Mr. Higginson will remember when through the bitter animosity of the Pilot and the incessant attacks on his own personal character as well as that of the sovereign's representative, he was compelled to walk armed even in noonday, and Lord Metcalfe used to drive to and from Monklands with pistols loaded and carriage doors bolted. Mr. Higginson must remember these things, and know with what eye to look on men who have been raised to power by sedition, and are kept in place by nothing save their advocacy of railway measures, which the Inspector General had the astuteness to see would for the moment "cover a multitude of sins." [Quebec Mercury.]

YELLOW FEVER AT BARRADOES.—Advices from Bridgetown to the 5th Oct. give a melancholy account of the progress and fatality of yellow fever all over the whole island.—The weather continued dry and unfavourable which contributed greatly to disseminate the disease. Notwithstanding the precautionary measures adopted by the Corporation and Government, and the removal of the troops from the barracks, civilians and soldiers fell victims to the scourge indiscriminately.—Business was dull, and dismay was seen in every countenance.

There were thirty patients in hospital on the 15th ult., besides four officers. Lieut. Strickland, of 69th, died on preceding night, and a sergeant of the same regiment, who had been taken ill only the day previous.—This regiment and the Artillery suffered most severely.

Lieut. J. T. Orme, R. A., died of fever at St. Ann's garrison, on the 10th Sept. Fever also prevails, with more or less virulence. This very general re-appearance of fever, as well in the Islands as in Demerara, is attributed to the peculiar weather which has recently prevailed throughout the West India Islands, viz., excessively hot and moist, with the wind prevailing from the southward.

GOVERNMENT EMIGRATION TO AUSTRALIA.—Notwithstanding the great number of emigrants who have been sent out by Her Majesty's Colonial Land and Emigration Commissioners to our Australian colonies during the present year, the applications at the office in Park street, Westminster, from persons soliciting to be sent out under the Government regulations are more numerous than can possibly be complied with. The persons applying are chiefly agriculturists, mechanics, and women (needlewomen, servants, &c.)—The commissioners have, now however, decided upon sending out a few more this year (exceeding 2000) of the above classes the most required in our colonies; and the next ship appointed to sail is the *Hope*, of 600 tons, to be followed by others that have been contracted for that purpose by Government.

With respect to "fortune seekers" to the "gold diggings," although now in the middle of October, there are no less than 40 ships getting ready in the St. Katherine's, London, West and East India Docks, ranging from 400, 500, 600, 800, to 1500 tons each, appointed to sail during the present month to Port Philip, Geelong, Melbourne, Western Australia, Adelaide, Sydney, New South Wales, &c.; and from Liverpool 10 first-class ships with adventures to the "golden regions." [London paper.]

It is thought very probable that the British Government will procure the erection of the portion of the Great Trunk Line from Mira-

Michichi River de Loup, which when the present scheme is carried out, the road from Quebec to Trois Piques built as resolved on by the Canadian Legislature, and that from Halifax to Amherst, as must inevitably be the case at no distant day, will be the only part of the great Military Road, for which they tendered their aid, remaining to be constructed.

It is argued that if they expend millions on fortifications, they cannot hesitate to expend for purposes of internal defence, a sum so comparatively small. When this road is completed, the English can in cases of emergency, throw supplies into their garrison at Quebec in ten days after they have shipped them at Cork or Galway.

It is to be hoped that Mr. Howe's present visit to London, will not result as his last did in months of turmoil, confusion, and contention, in unfounded anticipations and deep disappointment. If he will have a Railway scheme which he can call his own, and of which justly or unjustly he may boast, let it at all events be one that will create no difficulties. Let him confine himself to his own Province, and negotiate for it either with Earl Derby or any private contractors or capitalists. Taught by the experience of the past, we shall wait the result of his present visit to England with uneasiness, even though confident that he can neither have the will nor the power to interfere with our scheme, or delay its seasonable accomplishment.

THE NOVA SCOTIA RAILWAY.—The Halifax Sun corroborates the accuracy of the article published in the Recorder, (which we "New Brunswicker" noticed in our last) relative to the nature of the terms upon which Messrs. Sykes & Co. propose to construct the contemplated trunk line of Railway through Nova Scotia, and adds:—

The gentleman engaged in surveying this line towards Pictou, we are informed, reports most favorably; so far as the survey has proceeded, the track will run at no considerable distance from the line of the main road. We shall prove to be not very far astray whilst assuring the Country that a bargain will be struck between the Colonial Executive and the firm above referred to, upon terms clearly most advantageous to the Province; and that the great work projected is, at last, in a fair train to a speedy commencement.

MARRIAGES.—On the 27th ult. by the Rev W. Temple Mr. John Simpson, to Miss Mary Jane Emery, both of Waweg, in this County.

On the 4th inst. by the same, Mr. Robert Johnson, to Miss Elizabeth Wormell, both of Grand Manan.

On the 9th inst. by the same, Mr. Jacob W. Harford, to Miss Martha Jane Hersey, both of Perry, State of Maine.

DEATHS.

On the 2d inst. after a protracted illness, which she bore with pious resignation, Catherine, third daughter of Mr. William Ballewine, aged 21 years.

On the 6th inst., Jessie, daughter of Mr. Charles Kennedy, aged 2 years and 3 months.

TEA MEETING.

A PUBLIC TEMPERANCE TEA MEETING will be held in the TOWN HALL, given by the friends of the "COLD WATER ARMY," on Friday evening next at 7 o'clock. Tea on Tables at half past seven o'clock.

Speeches and singing on the occasion. Tickets to Members of C. W. A.—3d and to all other persons 1s. 3d. To be had at Odell & Turner, Dunack & Wilson, and D. Clark's.

ROBERT MILLER, Secretary to Committee of Arrangements. St. Andrews Nov. 8, 1852.

NOTICE.

WHEREAS Licence to sell all the Real Estate of Nevin Thompson, late of Saint George in the County of Charlotte, yeoman, deceased, was, on the 28th day of September last past, duly granted by the Court of Probate for the said County, to me, the undersigned Administrator of all and singular the goods, chattels and credits of the said Nevin Thompson, for the purpose of paying his debts:

And Whereas, the real estate of which the said Nevin Thompson died seized, consists of the undivided moiety or half part of lot number Two, in the grant to Alexander McVicar and others, in Messacore, in the said Parish of Saint George, and which descended to him the said Nevin Thompson as heir at law of his father the late Ebenezer Thompson, on which said lot is bounded as follows:—On the West by land granted to Nevin McVicar; on the East by land owned by John McVicar; Northernly by land owned by John McVicar; and Southernly by the Campbell grant, (so called) and is the same lot heretofore conveyed to the said Ebenezer Thompson, by Alexander McVicar.

NOTICE therefore is hereby Given, that I the undersigned, as Administrator as aforesaid, shall proceed to sell the above described Real Estate, under and by virtue of the said licence by Public Auction, on Tuesday the 7th day of December next, at 12 o'clock, noon, at the Homestead, on the Premises.

Dated St. George, 25th October, 1852.
JOHN McNICHOL, Administrator.

BOYS WANTED.

WANTED TWO BOYS from 12 to 16 years of age, at the STANDARD OFFICE, to learn the Printing business.