

SUMMARY OF NEWS.

U. S. POSTAGE LAW.—The following synopsis from the United States papers gives a view of the principal features of the new Postage Law, which is to go into operation in that country on the 30th instant:—
 "Newspapers, periodicals, unsealed circulars, &c., weighing not over three ounces, to pay one cent each, to any part of the United States, or half that rate, when paid quarterly or yearly, in advance. Newspapers, &c., weighing not over one and a half ounces, half the above rate, when circulated within the state of publication. Newspapers, papers, and pamphlets, of not more than 16 pages, 8vo., in packages of not less than eight copies to one addressee, if he charged half a cent an ounce, though calculated by separate pieces the postage may amount to more. Postage on all transient matter to be prepaid, or charged double. Books, bound or unbound, of not more than four pounds each, one cent per pound, under three thousand miles, and two per cent over that distance. Fifty per cent to be added where not prepaid. Weekly newspapers free in the country of publication. Bills for newspapers, and receipts for payments of money therefor, may be enclosed in newspaper publishers' papers. Newspapers &c. to be so enclosed that the character can be determined without removing the wrapper, to have nothing written or printed on the paper or wrapper beyond the direction, and to contain no enclosure other than the bills or receipts before mentioned.

The Times, in a commentary upon signatures of the ecclesiastical class, adduces, in example, that held by the Rev. Robert Moore, who in the character of Registrar of the Prerogative Court of Canterbury, pockets £9,000 a year, and does nothing or labours only in looking idly on. This humble follower of the Apostles also enjoys two good livings, and a canonry at Canterbury.

Politicians of all degrees are dreadfully anxious about the storm that is brewing; the talk is, that William Young, Esq., resigned his post of Speaker the other day, because he does not like to be tied to the chair and hold his peace, as he is bound to there, while the strife is raging on the floor. The new Governor and his advisers, the talk is, agree as cordially as "birds of a feather," or, "jolly companions every one."—(Recorder.)

ARCTIC EXPEDITION.—Congress, at its last session, authorised the payment of double wages to all the officers and men who went out in the Advance and Rescue in search of Sir John Franklin.

PERU IN ARMS.—A letter published in the New York Herald, dated Lima, states that the whole of Peru is in arms, owing to accounts received of the action of the United States on the Lobos Islands question. The government has been extraordinarily active, and already vessels of war have been brought, and are being fitted up to protect Peruvian rights. The coast is guarded by armed men, who have received orders to sink the Brazilian, or any other American vessel coming with dishonourable intentions. Should the Americans persist in this piratical expedition, the English, French and other residents of Callao, will arm privateers to capture California vessels and steamers, which will prove disastrous to American commerce.

ERICSSON'S CALORIC ENGINE.—A ship of 2,200 tons burthen was launched from the yard of Messrs. Perrine, Patterson & Suck, at Williamsburg, New York, on the 15th inst., which is to be propelled by Ericsson's caloric engines, worked by heated air, and now being constructed by Messrs. Hogg & Delameter—an invention which, should it succeed, as anticipated by many, will, from its power, safety, cheapness in material and management, and saving of room, is expected to entirely supersede steam as a propelling power. The experiment, which will be made on a large scale, is looked forward to with much interest by the scientific world.

DESTRUCTION OF GRAPES IN MADEIRA.—The following is an extract of a letter from a medical gentleman, at Madeira, July 30th:—

Some dreadful disease has attacked the grapes which all appear shrivelled up. The vintage is entirely lost and some report that the vine itself is diseased. Should this prove true, we may have the unhappy experience of a visitation in this place equal to the potato disease in Ireland. The poor and rich will all suffer; the proprietors from the failed crops—the poor labourers from want of employment. This island, to its shame be it spoken, produces only about three months consumption of food.

ANOTHER SEIZURE.—We learn from the Prince Edward Island Royal Gazette that a fine American schooner, nearly new, called the Caroline Knight, was seized on the 13th inst., by H. M. steam-sloop Devastation, for a violation of the Fishery Convention. She is about 100 tons burthen; belonged to Newburyport, and had on board at the time of her capture 250 barrels of mackerel. This vessel is supposed to be worth \$4000.

BALTIMORE, Sept. 20.—A most disgraceful riot occurred among the firemen on Saturday night, and early on Sunday morning. Pistols were freely used and several persons were dangerously injured. Mayor Jerome was on the ground, and was assailed with stones and other missiles.

THE CHOLERA was still raging at Havana last month. There were 800 cases and 500 deaths from that disease. In the present month, up to the 11th, there had been 800

cases, and about half that number of deaths.

COMMUNICATION.

Mr. Editor.—It is really amusing to me, a stranger, to witness the propensity of the Provincials, for titles, almost every man is styled—Esquire, or perhaps Captain or Col. or some such distinguished mark of respect. Imagine my astonishment to have seen some industrious man, who perhaps, has accumulated a few hundreds by his calling, dubbed Esquire! What is still more surprising, is that people from the mother country who never dreamed of being addressed with any other title than plain honest Mr.—are called in this country Esq. Away with such vanity and empty titles. They know well, that in the old country, there are men worth their thousands, who would not use these borrowed plumes. Perhaps I may be met with the assertion, "this is a common custom in this country to give these titles, they do not amount to anything." To this I have only to reply, that such customs should be discontinued, let those only be addressed Esquire, who are entitled such by law.

Yours, &c. Mr.

NOVA SCOTIA.—Railway Movement.—We understand that Messrs. Sykes and Brookfield, Civil-Engineers, who came passengers in the last steamer from England, left town on Saturday evening to survey the line of Railway between Windsor and Victoria Beach, in the County of Annapolis. We learn further, that the same gentlemen have been engaged to survey 30 miles of trunk Railway which will be common to any lines that may be constructed to connect the Capital with the Eastern and Western Counties. That the latter survey, with working plans and estimates, are to be ready early in November, and placed at the disposal of any parties who may be inclined to contract for the construction of the Railway.

That Messrs. Sykes and Brookfield, who have a large organized party now employed in building the Saint Andrews and Quebec Railway, will tender for the construction of our trunk line, and in the event of its not being accepted, will be paid at the usual rates for their survey and working plans.

Mr. Jackson, the great English Contractor, who is now at Saint John, may be expected here in a few days, when an offer for the construction of our Railways will probably be made to the Government.—(Halifax Chronicle.)

THE STANDARD.

WEDNESDAY, SEP. 29, 1852.

RAILWAY MEETING AT ST. JOHN.—There appears to be a degree of mystery in Saint John as to the result of the Railway Meeting held in that city during the last week. The New Brunswick and Chronicle each contain some sound and judicious remarks upon the subject, in which they, as honest guardians of the public weal, express their opinions, that, much as they desire British capital should be introduced into the Province, they know that the boon may be purchased at too dear a rate, and they will not sacrifice the best interests of the Province, nor barter its independence for even gold itself, much as it may be required to develop the great natural resources in which it abounds. The New Brunswick, speaking of the European & N. A. Railway says:—"A great work of this description, if judiciously and economically carried out, will add to the wealth and develop the resources of this fine Province; but if expensively and irrevocably managed, it will plunge the people into debt and difficulty, and prove a source of taxation, and consequent discontent, for a long series of years. Prudent management is the great thing to be sought. We therefore trust that calmness and circumspection will mark the conduct of our Government, and that no national excitement will cause them to commit the Country to a scheme that they do not honestly believe will be productive of lasting good. We are strongly impressed with the opinion, that if wisely managed, this Province can afford to construct the Railway new in contemplation; and we also believe that Mr. Jackson is able to perform his share of the contract."

The Chronicle also judiciously observes:—"Whenever the people's money is to be expended, they should control the mode of its disbursement, we therefore sincerely trust that their representatives will never consent to any arrangement whatever, without insisting upon the *ride qua non*, of a sound, effective, and popular control at the board of management. At present the science of Railway economy is but indifferently understood in New Brunswick, nay, its first elements have yet to be learned; our government and people therefore, it is to be hoped, will proceed with the utmost caution, before the destinies of our fine and growing country are entrusted, even to a limited extent, into the hands of strangers."

From our Canada exchanges we learn that Mr. Jackson did not succeed in his negotiations with the Government and people of that Province—they very naturally refused to contract with him on account of his extravagant charges. Our valued exchange, the Quebec Morning Chronicle, contains a letter from Mr. Holton, the chairman of the Montreal and Kingston Railroad Company, to the Parliamentary Committee, giving the reasons why the negotiations with Mr. Jackson, to

construct their railroad failed, from which we take the following extract:—

"It is due to the Company with which I am connected, that I should briefly advert to a fallacy which has obtained some currency, and which has been recently shown, to prevail even in high quarters, where an enlightened appreciation of facts and the logical conclusions that flow from them, might have been reasonably looked for. It is argued that because the Montreal and Kingston Railway Company do not consider the employment of Mr. Jackson, on his own terms, essential to the construction of our great line of railroads, they are therefore opposed to the introduction of English Capital into the country. Nothing could be more unfounded—nothing more unjust. It is admitted on all hands, that it is not only desirable, but absolutely necessary, that English or foreign capital should be obtained for the construction of all our great public works. The objection is merely one of instrumentalities. (As the instrumentality of Mr. Jackson and his associates is essential for procuring loans of English capital, that they should be paid from 30 to 50 per cent over the cash value of their work, merely for the facilities they are supposed to possess as money brokers? Or is it pretended that a little knot of railway jobbers hold the key of the great money market of the world? We, on the contrary, maintain that it would be disastrous to the resources and credit of our country, and still more so to the talents and energy of our business men, if the Government and Legislature should act upon the assumption, that the services of Messrs. Jackson and Company, not money brokers, but, simply, railway contractors, are indispensable to the successful negotiation of the securities, with the proceeds of which our railroads are mainly to be constructed."

The Montreal Herald says that Mr. Jackson's last demand was £8,517 per mile for the Canadian line! Is it to be wondered at then, that his terms were rejected, when the price demanded was treble what railroads can be and are now being made for?

The Railway finally agreed upon.—Since the above was put in type, we received the New Brunswick of the 28th inst., which states that the negotiations with Mr. Jackson, M. P., have been brought to a happy termination. We have only space to give the following synopsis of the agreement:—to which it is reported Nova Scotia responds:—

The European and N. A. Company abandons all claim to the ungranted lands heretofore secured to them under the Land Facility Act of 1851, which Act is to be repealed.

Mr. Jackson is to receive from the company for building the road from Shediac to St. John, £65,000 sterling per mile, of which the Province risks £1200 sterling per mile, by subscription for stock, amounting to £250,000 in the whole, being the sum provided for by the Money Facility Act of 1851; and loans to the company £1,500 sterling per mile in addition; the loan bearing 5 per cent. interest in favour of the Province, secured by a first mortgage on the whole road, rolling stock, stations, &c. and to be advanced under proper restrictions as the work progresses.

The contract embraces the entire road from Shediac to the Nova Scotia boundary, via St. John, to the State of Maine—the rate per mile of the portion from St. John to the State of Maine being left open to future determination, the positive route not having been yet surveyed or located.

The road, rolling stock, bridges, stations, and other equipments to be of the very first description, such as an English road; and of the character termed a "permanent road," capable of being travelled over at the greatest speed.

The agreement as made between Mr. Chandler and Mr. Jackson in England to be extended to in all other respects, and to be extended to and embrace branches to Miramichi and Fredericton; the whole agreement to be subject to the approval of the Legislature.

A special Session of the Legislature is to be convened about the 20th October, to ratify the contract.

The St. Andrews & Quebec Railway will not cost more than one-half the amount Mr. Jackson agrees to build the above named Railways for. But the grand question is—Will the Legislature agree to tax the Province for such an enormous sum, when railroads can be made for nearly 50 per cent less?

GREAT YIELD.—As an instance of what can be done by proper husbandry, and also as an evidence of the fertility of the soil and excellency of the climate of St. Andrews, we give the following statement, as an inducement to those who have an acre or two of land to cultivate it properly. A gentleman residing in town has a lot 80 feet by 160, which was sown in clover. On the 28th of May he began to cut it, and since that time, with the exception of six days, has fed 28lb. of clover, each, to two cows, morning and evening, or one cow per day; he will be able to continue the same until the 15th or 20th October. This is truly a great yield from less than one-third of an acre.

The third crop is now in full blossom, and upwards of twenty-six inches high, and so thick that it is lodging. Upon enquiry we learned, that the lot was put in order by spade husbandry; the cattle are not allowed to pasture on it, but the clover is cut when

about to be fed and carried off on a barrow. We were astonished to see the fourth crop on part of the lot looking well. This shows, conclusively, that one acre well filled, is better than two poorly cultivated.

James Sykes, Esq. the senior Contractor of the St. Andrews & Quebec Railway, and Julius Thompson Esq., Manager of the Railway, accompanied by Mrs. Thompson, came passengers in the Steamship Pacific to New York and arrived here on Saturday last.

PROVINCIAL EXHIBITION.—We learn that the arrangements have been completed for opening the great Provincial Exhibition at Fredericton on the 5th proximo. Steamers are to ply every morning and evening during the week between Fredericton and St. John—fare 81, with the privilege of returning during the week. In another column will be found an invitation from Solomon's Lodge at Fredericton, to the Masoific fraternity, generally, to join in the procession on the occasion.

Escape from Prison.

On Wednesday night last, Charles Hickey, charged with stealing from a shop in Saint Stephens, and confined in the County Jail here, made his escape from it in the following manner:—

The Jail is undergoing repairs, several apartments are in consequence rendered unfit for use, and the Jailor is compelled to occupy one near the prisoner's room, and off the same passage. This passage is usually secured by fastening the doors at the end of it, on the outside; but owing to the Jailor being obliged to sleep where he did, this could not be done. Hickey was the only prisoner on this floor. His room was, according to custom, examined the last thing at night; when this was done, Hickey was in bed, and his light was extinguished. Every thing appeared to be secure, and the Jailor retired to rest. Having ascertained this circumstance, the prisoner converted a tin panikin filled with butter into a lamp, and manufactured the iron bar of a water bucket into a small crow bar; then, taking down a long shelf and raising it against the wall, and one end raised on a tub, and the other resting near the aperture in the brick wall, intended for the admission of a stove pipe, he contrived a seat by winding a blanket round the plank. Once astride of this with his crowbar, he soon made the opening large enough to admit his body. Before removing the brick, however, he forced through the stovepipe hole on to the passage floor, some bedding, and disposed his mattress in such a way in his own room as to receive and deaden the sound of the falling bricks and rubbish. He then let himself down into the passage, bolted the iron door on the outside, leaving the Jailor within, and without molestation helped himself to sundry articles of apparel, and a few knicknacks belonging to the Jailor, and obtained his freedom.

The Justices, being at the time in session, investigated the affair, and unanimously resolved that no blame was attributable to Capt. Law, the Jailor.

Capt. Law has had charge of this Jail for 21 years, and this is the first instance of a prisoner escaping from it.

We cheerfully comply with the request to insert the following Reply of the Grand Jury at the September Sessions, to this Worshipful Justice Hatch's Charge; and reserve for a future number our remarks upon the suggestions of the Jury:—

In the Worshipful the Justices of the Peace of the County of Charlotte, in General Sessions now assembled:—

May it please your Worship:—We, the Grand Jury of the County of Charlotte for the September Sessions, beg leave to report: that we have listened with much gratification to the Charge delivered from your Bench.

That we are happy to learn that the Government contemplate a revision and reformation of the Civil, Criminal and Chancery Law, with a view to render it more simple and expeditious in its practice, less costly to the parties concerned, and intelligible to the uninitiated—evils now attending it, which most of us have experienced the magnitude of, and that able and competent Commissioners have been already appointed for that purpose.

We earnestly hope that these Commissioners will liberally direct themselves of professional propositions and freely recommend the radical changes and improvements in it actually in operation, now in England and the United States.

We fully concur in opinion that a more efficient police establishment than the present antiquated constabulary force, perhaps similar to that in St. John will be required in some parishes of the County, as the Railroad now in construction, causes a greater influx of strangers.

We cannot too much commend the liberal policy of the managers of the Fredericton Industrial Exhibition, in obtaining for exhi-

bitors a free transportation of their articles, and we shall not fail to proclaim the circumstance in the various sections of the County in which we reside.

In conclusion, we have the satisfaction to state, that we have no presentment of any nature whatever to make.

NIMIAN LINDSAY, Foreman.

Grand Jury Room, St. Andrew County House, 22d Sept. 1852.

SHIPPING AT QUEBEC.—Borroman's Circular, issued at Quebec on the 17th instant, contains the following remarks:—
 "The deficiency in arrivals to date this year, is as compared with last year, 141 ships, 72,840 tons; and in new ships built and loaded this year as compared with last, at same date, about 12,000 tons, making us short of last year, about 75,000 tons, with little prospect of making the deficiency any less during the rest of the season."

Farmers.—Few vessels have been offered during the last fortnight for charter, and have been taken for Liverpool, and one for St. Ives, at 30s. In Montreal produce comes forward slowly, and rates may be quoted nominal at 3s. for flour, 6s. for Grain, and 27s. 6d. for Ashes.

The arrivals of White Pine at Quebec were unprecedentedly great, and such a heavy supply has never been known; but prices for good timber have not given way, and a fair amount of business has been done at from 54 to 61. Red Pine was sold at sale.

From the Montreal Herald.

INDUSTRY RAILROAD.—We are glad to have it in our power to announce that the superstructure of the extension of this road from Lewis to Rawdon, is now completed and ready for the rails. The bridges across the Assumption and Red rivers are also within a few days of being completed. This work to which, owing to its progress, we have from time to time directed the attention of our readers, will, thus, in a few weeks, be open to the public from a Rawdon to the St. Lawrence, a distance of 24 miles. The moderate cost of its construction is something startling, and most encouraging to its projectors of branch country lines, in connection with the proposed Grand Trunk. The 191 miles of road now nearly finished, between Industry and Rawdon, including two bridges—one across the Assumption and one across the Red River, and the cost of the iron, will not exceed £750 per mile, and with engines, cars &c. the expense will certainly be not over £1250 a mile. At this rate, what section of the country need to be without a railroad tapping the Grand Trunk? Their cost, where the country is favorable will be little, if anything, more than that of a good macadamized road.

MARRIAGES.

At St. George, on the 23d inst., by the Rev. Mr. Miller, Mr. Robert B. Brown, of St. David, to Miss Grace Cameron, of the former place.

DEATHS.

At St. John, Sept. 25, in the 41st year of his age, JOHN POLLOCK, Esquire.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.—

28th.—H. M. Sch. Bermuda, Capt. Ky naston, from a cruise in the bay.

29th.—Sch. Debaunce, Clark, Boston, general cargo.

MASONIC NOTICE.

A PUBLIC PROCESSION OF FREE MASONS will take place in Fredericton on Tuesday the 5th day of October next, by permission from the Right Worshipful the Provincial Grand Master.

The said Procession to form at ten o'clock, A. M., with the Procession of Trades, at the same time and place, connected with the Provincial Exhibition to be opened on that day.

Masonic Bodies in the Province, willing to visit Fredericton, at that time, are respectfully and fraternally invited to unite with Solomon's Lodge, No. 764 for the above purpose.

E. W. MILLER, Sec'y Sol. Lodge.

Fredericton, Sept. 21, 1852.

NOTICE.—Information is desired with regard to five FIVE POUND NOTES of the Central Bank of New Brunswick, numbered as under:—

No. 5,657, " 7,221, " 9,898, " 11,230, " 11,440.

Any person having any of the above Notes in his possession, or who can give any information concerning them, is requested to communicate with me.

F. HOWE, Postmaster General.

General Post Office, St. John, Sep. 17, 1852.

Exchange for Sale.

REQUIRED by the Controller of Her Majesty's Customs at Saint Andrews, the sum of about £100 sterling, payable in dollars or half dollars at 4s 2d sterling, per dollar, or in British gold or silver at the sterling value.

Tenders will be received up to one o'clock, on Saturday, the 9th of October, 1852, by the Controller, for a Bill of Exchange to be drawn by him on the Receiver General of Her Majesty's Customs, London, at 30 days after sight.

Parties tendering will state what amount of Bill they will accept for the above mentioned sum.

Tenders to be addressed to the Controller of Her Majesty's Customs, St. Andrews, and to be marked outside "Tender for Bill."

Custom House, St. Andrews, September 21, 1852.

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