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The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

E variis sumendum est optimum.—Cic.

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LAW RESPECTING NEWSPAPERS

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MORE EQUIPMENT COMING.

The great difficulty in the way of doing business on the Montreal Railway the past autumn has arisen from an insufficiency of equipment of the line. This difficulty will soon be removed. We noticed that two new engines for the Grand Trunk Railway came over the Railroad from Boston Thursday morning. They are named 23 and 24 and weigh about 24 tons each and were built at Boston Locomotive Works, under the charge of Messrs. Hinkley & Drury.

They came upon the narrow gauge tracks specially fitted for the purpose and are adjusted to the road at Portland. The amount of equipment now required for the Grand Trunk Railway is greater than the ability of the Portland Company to supply. We understand that the engine on the Grand Trunk will hereafter be known by numbers only in place of the old mode of naming them. This method is not only in better taste than the old mode, but far more convenient in keeping the accounts for repairs.—[State of Maine.

At a meeting of the Firewards of the Town of St. Andrews, held on Wednesday, the Twenty Eighth day of December, 1853

Resolved.—That the following rules and regulations for the Government of the Fireward and Engine Companies, and for establishing and maintaining a proper discipline and union of action, in the prevention and extinguishing of Fires in the Town of St. Andrews, be and are hereby adopted.

1st,—That a regular monthly meeting of the Firewards be held on the first Monday of each month, at the hour of two in the afternoon.

2nd,—That at the May meeting of Firewards in each year, a Chairman, Secretary and Treasurer, be elected from their own body, to serve during the ensuing year.

3rd,—That the Town plat be divided into four districts, and each district shall be under the immediate charge and supervision of two Firewards, who shall in the months of May and November in each year, examine all the dwelling houses and other buildings within their respective districts, for the purpose of ascertaining whether there are any violations against the law, or the rules and regulations made by the Magistrates in Sessions and for enforcing the same.

4th,—That the Firewards for each district shall from time to time, examine the Public Ladders, Fire Hooks, tanks or wells steps for keeping the same in an efficient state; and make a report thereof at the next monthly meeting.

5th,—That a regular monthly inspection be made of all Engines, Hose, Hose Carts, and other implements belonging thereto; and that each monthly meeting, two Firewards be appointed for that purpose, whose duty it shall also be to fix with the several Engine Companies upon some convenient day for exercise or practice, at which they shall be present.

6th,—That on the occasion of any fire, the duties of the Firewards shall be divided in the following manner:

One Fireward shall act as Chief, and have full power and control over all and every department, and shall issue such orders as may be deemed necessary both to extinguish the Fire and to prevent the spread thereof, by the pulling down of adjoining buildings or otherwise.

Three Firewards shall take charge of and confine their attention to the formation and keeping up the lines for passing water.

Two Firewards shall have the superintendence of the removal of furniture and effects and take precautions for the safety of the same from plunder, if unavoidably exposed in the Street or open air.

Two Firewards shall have command of the constables, and it shall be their duty with their assistance, to keep order to prevent the crowd thronging into the house, and thereby impeding the Firemen and others at work, to keep themselves constantly in communication with the Chief, and to see that his orders are punctually and fully carried out. And in case of the unavoidable absence of the Chief, one of these two shall assume his place, and act as Chief Fireward for the occasion.

7th,—That the names of the Firewards appointed to these several duties, be furnished to the Engine Companies, and to the Constables, and that no exchange of duty be permitted unless by the general consent at a regular monthly meeting.

8th,—That one Engine Company be attached to each Engine, and shall be designated by the number of such engine.

9th,—That each of the said Engine Companies shall elect and choose, subject to the approval of the Firewards, their own officers from their own body; and the companies shall and may make such rules and regulations for such election, and also for the internal government of their respective Companies as they may think fit; subject nevertheless to the disallowance of the same or any part thereof by the Firewards, and a copy such rules shall be deposited with the Secretary to the Firewards.

10th,—That a correct call roll shall be kept of the names of the members of each company, with the age of each member, and the duty assigned him, that a copy of such call roll shall be lodged with the Secretary to the Firewards, and due notice given of the proposal and election for admission of any new or reason for the discharge of any old member.

11th,—That it shall be the duty of the officers and members of the several Engine Companies, whenever a fire shall break out, to repair forthwith to their respective Engine Houses, and to convey the Engine, Hose, and other apparatus to as near the place where the fire may be, and to arrange them in conformity with the directions of the chief Fireward, or in his absence of the Fireward acting in his stead, and to exert themselves in working, managing and using the Engines, Hose, and other apparatus, in conformity with the directions of the Chief Fireward or acting Chief Fireward, and in performing every duty that they may be called upon to do; and all members of the Engine Companies who are not employed in working their Engines, shall arrange themselves in order near to where their respective Engines may be placed, so as to be in readiness to relieve those who are working the Engines and it shall be the special duty of the Firemen, to work their own Engines, and generally to perform any other duty by direction of the Engineer or Captain of his company, and no fireman shall quit his post without the order of his own immediate superior officer, unless by express direction of one of the Firewards, to be communicated through such officer.

12th,—That it shall be the duty of the respective Engine Companies to see that the several Engines and other apparatus committed to the care of each respective Company, and the several buildings in which the same, are deposited, and all things in or belonging to the same, are kept clean, neat, and in order for immediate use; and in the winter months, to clear away the snow from the front of the Engine Houses belonging to or used by each respective Company and once in every month, the officers of the said Engine Companies shall meet for the purpose of examining the state of their respective Engines and other apparatus, and seeing that the same are in good order and fit for service; and once in each of the months of April, May, June, July, August, September and October, the said Companies shall draw out their respective Engines and other apparatus to wash and cleanse the same, and to exercise the members of the Companies, and shall take their respective Engines apart and clean, oil, and put the same again together, and in good order

13th,—That if any member of any Engine Company, shall wilfully neglect or refuse to perform his duty, in any respect, or shall be guilty of disorderly conduct, or of disobedience to the orders of the Firewards as above specified or of his own officers, he shall for each and every offence forfeit and pay a fine of Twenty Shillings, to be recovered and applied in the same way as the fines imposed by the rules passed at the General Sessions.

C. E. O. HATHEWAY,
Secretary.

The Fishing Business.—The Gloucester Telegraph informs us that the fishing business is to be carried on with increased vigour in that place the coming season, that 513 1-2 shares have been subscribed to the stock of the Mutual Fishing Insurance Company of that town, which indicates that that office will insure property to the extent of $513,500, and that at least $1,000,000 will be invested at that port alone in the business Per contra:—The Newburyport Herald states that the fishermen at that place have become discouraged and propose to remove to Gloucester and Beverly.

The rigid and close construction at the port of the bounty law has made a difference and diminution in the profits of the fishing trade.

We understand that the far-famed Martin Koszta is now in this city, in a state of utter destitution. An application has been made to us on his behalf, by a friend of his, for a petty clerkship in our establishment worth five dollars a week We are sorry to say that we have no vacancies; but surely between Commodore Ingraham, who obtained a medal and ever so much glory, and Mr. Marcy, who procured a ready-made reputation as a statesman, solely and entirely out of Koszta, some thing might be done for the poor fellow He has raised two men to a pinnacle of fame they never could have reached without him; is he to be left to starve himself?—[New York Herald.

What a beautiful specimen is here presented of that mock philanthropy which is constantly obtruding itself before the public in words, words—and nothing else. When this unfortunate man was in Europe, the thousand and one demagogues, with which this land is cursed, were ready (to believe themselves) to lay down their lives for him, and now there is not one to be found to rescue him from starvation Oh, solidarity! oh, brotherhood of republicans! ye are after all merely catch words!

EMIGRATION TO THE UNITED STATES DURING THE YEAR 1853.—The following table is taken from the records of the Commissioners of Emigration:—

NUMBER OF ARRIVALS DURING THE YEAR 1853.

Ireland,	113,164
Germany,	119,475
England,	27,039
Scotland,	6,462
Wales,	1,182
France,	7,462
Spain,	659
Switzerland,	4,563
Holland,	1,085
Norway,	377
Sweden	1,630
Denmark	94
Italy	553
Portugal	237
Belgium	34
Nova Scotia	6
Sardinia	72
South America	175
China	53
Sicily	37
Mexico	61
Russia	39
Turkey	10
Greece	1
Poland,	186
Citizens	50,321
Total,	334,870
Deduct number of citizens	50,321
Total arrival of aliens	284,539

The total number of arrivals in 1852 of foreigners was 300,993, and of aliens and citizens 340,144—showing a decrease last year of some thousands.

THE ELECTIVE FRANCHISE.—We last week rather obscurely intimated that there was a desire among some of those people who have very great influence in their own section of the Province of New Brunswick to extend the elective franchise to the office of Sheriff. That intention now amounts to a certainty, and it is for the people of this Province who possess the elective franchise to say if they really think such a change desirable. In the first place all Sheriffs in every County are annually appointed by the Executive Government, and surely any one who can read the alphabet knows that the very existence of the Executive Government depends on the will of the people as expressed through their representatives. If this be the case—and no one can deny that the authority for the opinion can be found in the statutes of the Province—the question seems to be easy of solution, and for this reason, that if the people have already the command of those sent to represent them, and the Executive Government have the annual appointment of the Sheriffs, what need of a second appeal? The plain and we think the reasonable solution of the difficulty—if any difficulty exist—will resolve itself into this—that the people already have the power of displacing their rulers What good, then, could follow from the introduction of a new principle which, while it professes to give more power to the people, is in reality only confirming a power they already possess?—The evil would not end until it was controlled by Parliament, and few people would be found to take such responsibility.

There is, however, another lesson which it becomes every one to learn, and that is that the elective franchise is not a thing to be neglected or lightly dealt with. It confers on those empowered to give a vote in the legislation of this Province quite as much responsibility as is incurred by the representation of the most populous district in England or elsewhere. It is a trust which not only affects the voter, but it affects every one who is not a voter, and we trust the people of this Province will be true to themselves when a general election takes place.—*Head Quarters.*

HOME MANUFACTURES.—We would respectfully call the attention of the public to the advertisement of Mr Kington, to be found in another column. Mr. K., it appears has commenced the manufacture of Grey Cottons, Twills, &c., at Gorry, (Sunbury County, and having lately arrived in this country from England there is no doubt but he understands his business. However, purchasers can call at the store of Spafford Barker, Esq., and judge for themselves In addition to the above named articles, Mr. Kingston will, in a short time, be prepared to manufacture satinetts and striped shirts.—*Ib*

Destructive Fire in Worcester.—At about 1½ o'clock on Sunday morning, what was called Flagg's Block, in Worcester, was discovered on fire, and, with neighboring buildings, was entirely consumed.—*Boston Traveller.*

SHOES.—Next to agriculture, the shoemaking business is the most important and profitable pursuit in Massachusetts, and has the largest number of persons engaged in it.—The Andover Advertiser says that the aggregate value of boots and shoes manufactured in this State is $37,000,000, or more than that of all the other States combined—and far exceeding that of any other manufacture of the Commonwealth. About one third of the above amount is shipped to New York, and the remainder is sent to the South and West, to California, the West Indies, South America, Australia, the Sandwich Islands, England, and the European continent.—Lynn is more extensively engaged in this business than any other town, making nearly five millions of pairs annually Then come in succession, Danvers, Stoneham and Grafton In the latter town, a single manufacturer uses one hundred bushels of shoe pegs every year The pegs used in this immense business are mostly made in New Hampshire; they are cut by machinery; and one firm manufactures fifty bushels per day. Machinery is also now used to a considerable extent, for sewing and stitching the leather.—*Boston Journal*

Arrival of the Pope's Nuncio in Boston.—Burnt in Effigy by the Democratic Europeans—The news of the arrival of Bedini, the Pope's Nuncio, in Boston, soon spread through the city. The German Catholics called a meeting for the purpose of making some demonstration, when or were we do not know. The mystery however was soon solved. About half past 11 o'clock last night the Democratic Europeans assembled on the Common to the number of about one thousand and burned the Pope's Nuncio in effigy. After making all suitable demonstration about the consuming man of straw, three groans were given, and the crowd adjourned to the front of the Bishop's house in Franklin street.

The crowd passed through West, Washington, Summer, and Arch street, to Franklin street, singing, whistling, blowing horns, shouting &c. Upon their arrival in front of Bishop Fitzpatrick's house they commenced groaning, and calling for "the Butcher Bedini," and some trifling missiles were thrown against the windows. Three groans were then given for the Pope's Nuncio, then cheers for 'the Turkish victory" Cries of 'down with Bedini' filled the air, followed by groans, and cheers for the Turks Mezzini and Kossuth were severally cheered.

After several rounds of groans for the Nuncio, and as many cheers for the advocates of Political and Religious liberty in Europe, the crowd gradually moved away toward the south end.

One of the Germans informed the writer, on the way to the Bishop's house, that it was understood they were to be met in Franklin street, by the Irish Catholics, and that they (the Germans) were going prepared for the reception.

It is fortunate for the peace of the city that the whole affair resulted without bloodshed. The Germans were accompanied by about one hundred Americans, whether as sympathisers or not we did not learn. We learn that the Pope's Nuncio leaves the city to-day. No notice was taken of the Germans by any person in the Bishop's House. During this whole demonstration we saw but two watchmen.—*Boston Daily Times.*

Another Virtim of a Wicked Delusion.—The steamer Massachusetts brought off from Nantucket, on Wednesday, an individual by the name of Luther Crocker, who was conveyed to the Insane Asylum at Worcester, Wednesday morning. He has been bereft of reason by that most wicked and shameful of delusions and humbugs, the spiritual rappings, and adds another to the long list of victims to this most blasphemous trick and gull trap Mr. Crocker is the same person whose sudden disapearance occasioned so much alarm at Nantucket, a few days ago, and who was finally found, after a protracted search, in an old barn in a remote portion of the Island, in a perishing condition.—*New Bedford Standard.*

The Italians of New York have held a meeting preparatory to protesting against M. Bedini The Mirror, says several of them were victims of Bedini's despotism when that personage was Governor of Bologna.

The trade of the United States with Africa has declined, sailing vessels being unable to compete with English steamers, which monopolise nearly the entire trade, a great part of which was formerly carried on by American ships.

A Frenchman has taken out a patent for making paper out of wood. The inventor uses no chemical agents whatever; mechanical action suffices to reduce the fibres into a pulp, from which excellent paper can be made. We hope this is an honest statement for paper is becoming so scarce in this country, that unless a cheap substitute for old shirts be found, a large portion of the American public will have to pass through life without the revivifying influence which comes from a free press

The present winter has been distinguished for severe snow storms in many parts of the world. England has been visited by the greatest fall of snow experienced in many years. The St. Louis Intelligencer of the 17th instant, contains an account of a terrible snow storm along the line of the Mississippi and Chicago railroad. The train was stopped near the centre of Grand Prairie by a snow drift and detained there 36 hours, when it finally made its way through the snow. The train contained 150 passengers, who had little or nothing to eat.

Dr Lardner has turned up again. He writes a communication to the London Times denying a charge that has often been made against him—namely, that he had, at one time or other, pronounced "a steam voyage across the Atlantic to be a physical impossibility and that it would be as easy to establish a steam communication between the earth and one of the planets." The Doctor intimates that he never made use of any such expression in its liberal sense.

FLOUR.—We are glad that the flour dealers, some of them, are reduced to the necessity of receding from the high prices which they have attempted to establish for that staple article of food. We understand that there are not less than one hundred and sixty thousand barrels of flour now in the hands of dealers in this city.—Boston paper.

POUNDAWEEK'S MODEL BOY.—Poundaweek's family consisted of his wife and five children. The former a florid, stout woman, very neat, industrious, and irritable, with a most determined passion for scrubbing,—that seemed her *mission*; she was never easy unless cleaning or scouring, and the indulgence of this passion kept the flour of the room in a perpetual state of damp cleanliness. Master Timothy Poundaweek, the eldest son, was in a charity school. He was a true London boy, and caused his father much trouble; his clothes never seemed large enough for him, and the trousers had an obstinate disinclination to meet either his boots or his jacket He was an excellent whistler, and a regular dabster at all games of chance: His pockets contained perfect treasures, consisting of buttons, dumps, odd pieces of string, wonderful old knives, and a pair of the largest bones in the parish. If sent on an errand, it was quite uncertain when he would return as holding horses assisting in rows annoying watchmakers at their work by flattening his nose against the windows and going through a series of pantomimic signs, accompanying street organs with his bones, doing wheels by the side of omnibuses, chaffing genteel swells by politely inquiring who's their tailor, and terrifying old ladies by yelling horribly when they crossed the roads. varied the monotony of his procedure, and increased the time of his absence.

RAILWAYS IN EGYPT.—Mr. R. Stephenson the eminent engineer, and the builder of the Egyptian Railway from Alexandria to Cairo, arrived at Alexandria on the 1st of January last in his yacht TITANIA to inspect the line. The rise of the water in Lake Manouf has rendered it necessary to take up the rails for some three or four miles in order to raise the embankment above the reach of the inundation. Every assistance has been given to the engineers by the President of the Council at Cairo, but the war between Turkey and Russia has drawn so many men from Egypt that the work cannot be prosecuted with all the vigour which is desired by the viceroy of Egypt.

TRAFFIC ON THE MONTREAL RAILWAY.—We publish this week the returns of traffic on the Grand Trunk Railway for the two first weeks of the present year, showing an aggregate of $16,871,74, or more than $1,400 per day. At this season of the year, with the severe weather that has marked the winter, so far, the result is on the whole quite satisfactory. We have been enabled to give from time to time, the leading items of traffic in the form of importations on the railway into Portland. It will be a source of gratification to the readers of the State of Maine, to know that we shall be able, through the courtesy of the managers of the Grand Trunk Railway to give this information hereafter, with entire regularity.

The Managers of the Grand Trunk Railway, have now perfected their arrangements for the despatch of business by a complete system of booking and clearing, similar to that which is known in England, upon their principal lines. A glance at the items published by us yesterday, will enable every one to comprehend its value and importance. We intend to allude to it more at length at an early day.—[State of Maine.

The roof of a large iron building erecting at Fordham, for an iron foundry, fell in.

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