

[From the Boston Advertiser.]
New Postal Treaty.—The following important order has been issued by the Postmaster General, in pursuance of a treaty signed by that official, and the Bremen minister:

Post Office Department, August 15, 1853.
Pursuant to authority vested in the Postmaster General, and by and with the advice and consent of the President of the United States (which advice and consent more fully appears by an instrument in writing this day filed in the Department), and with a view to make better postal arrangements between the United States and Europe, particularly with the government of Bremen:

It is hereby ordered, that from and after the 15th of August, 1853, the postage on a single letter to Bremen line, be reduced from twenty to ten cents, which rate is to be charged also on letters to and from Bremen, for all States beyond Bremen, whose postage to Bremen shall not exceed five cents, the single rate. On letters for States beyond Bremen, whose postage to and from Bremen is over five cents, the single rate between the United States and Bremen shall be fifteen cents instead of ten cents—the postage beyond whatever it may be, to be added to the said rate of fifteen cents.

On all pamphlets and magazines mailed within the United States, for received from any foreign country (except Great Britain, the British North American Provinces, and the west coast of South America,) the postage shall be at the rate of one cent; an ounce, or fraction of an ounce, instead of two cents as established by the order of the 25th May last. And whenever the British government shall reduce their postage on works of this kind, from the present rate, of four cents, to one cent an ounce, the same reduction may be made in the United States postage, as and from Great Britain.

[Signed] JAMES CAMPBELL,
Postmaster General.

New York, Aug. 15.—There were twenty-seven more deaths yesterday from sunstroke, reported at the coroner's office to-day.

A desperate encounter took place last night between Capt. Thayer of the brig Alfred Henshaw and four river thieves who had seized him in his cabin while asleep, choked and attempted to throw him overboard; he finally drove them into their boat and fired into it, when one of the robbers was shot, fell overboard, and was drowned; the others escaped.

FROM THE FISHERIES.—The rumours of an expected collision between the British and American squadrons on service at the fisheries, circulated in the newspapers on the faith of telegraphic communications from Washington, said to be based on despatches just received from Com. Shubrick, are not in accordance with facts. Com. Shubrick, we learn, has had an interview with Admiral Seymour, who informed him that, although his (the Admiral's) instructions were of a strict and rigid character, admitting of no discretionary action on the part of the officers of the protective squadron, yet they enjoined interference with the fishermen of the United States only in cases of their open and flagrant violation of our treaty stipulations. Neither is it true that fishing vessels from Newport, or other New England ports, have gone out armed; nor is there any excitement either on our own or on the British coast. On the contrary, affairs were proceeding at least accounts very calmly and satisfactorily. *National Intelligencer*, 15th.

Quebec, Aug. 8.—Captain Young, and the only known survivors of the ill-fated *Argyle*, from Bristol for Quebec, laden with iron, before reported as having foundered at sea, arrived here on Friday night. Their sufferings have been dreadful. It appears they were nine days in one of the ship's boats drifting about on the ocean, and that six of these days were passed without food or water, during which time seven of the men in the boat died of exhaustion and hunger. Of the survivors, two are females, one of whom is an old lady, a fine young man of twenty-three years old, died of hunger by her side. The other female is a young woman; and strange to say, both these females were exposed to the same perils that the men were, and yet they lived through them, and saw seven strong men sink and die under them. There were twenty-five persons on board the *Argyle*, including three passengers, viz., the young woman, the old lady and her son, all of whom devoted themselves to two of the ship's boats, one of which has not since been heard of, and it is feared that but one of the twenty-five have been left to tell the sad tale.

Wheat.—In 1853, Canada exported 206,020 bushels of wheat. Last year she exported 620,318 bushels.

RAILROAD ACCIDENT.—On Friday last, at 3 1/2 P. M. the express train on the Vermont Central Railroad, from Rouse's Point, ran off the track in Granville, about six miles below Roxbury, Vt. The engine and tender were buried in the bank, badly broken. The baggage car upset and smashed, and two passenger cars had seats broken and wheels torn off. The accident was caused by running against some cattle (killing seven of them) while going at a rapid rate. On the engine was the engineer, fireman and a watchman, and in the baggage car were six passengers. No one was seriously injured. The passengers took shelter in the house of

Mr. Ordway, about a quarter of a mile distant. Two or three passengers in the baggage car were some bruised, and one lady had her leg badly soaped. The conductor, Mr. J. B. Fletcher, did all that could be done to relieve the passengers. He sent a handcar back to Northfield, about 14 miles, and telegraphed to South Royalton for a train to come up and take them on.

After a detention of three hours the train arrived, and was obliged to back down to White River Junction, about 50 miles. The passengers attach no blame to the conductor or engineer.

Several gentlemen, with ladies, were on board the train from Boston and vicinity.—[Boston A. Traveller.]

INTENDED SUBTERRANEAN METROPOLITAN RAILWAY.—Among the bills which have just received the sanction of Parliament, there is one which relates to a project which, when known, will excite very great interest in the metropolis. It is for the purpose of making a railway under ground from the lower end of Edgeware Road to the King's Cross. The subterranean railway will, for the most part, run beneath the New Road. The estimated capital for the execution of the work is £300,000, and as a proof that the scheme can be completed for this sum, a responsible contractor has already offered to undertake the execution of it at considerably less than the amount we have specified. What is more, a party of the highest respectability has engaged to give a guarantee of six per cent. for a period of 20 years on the amount of the capital expended. The length of this underground railway will be less than two miles and a half. There will be stations at very short distances—say at every quarter of a mile; and it is intended that the charges shall be so moderate that the omnibuses running along the New Road will not have a chance against their subterranean rival. The charge for the whole distance in the first class will be only 2d. The carriages will be superior to any thing to be found on any railway in England. Owing to the nature of the substratum along the course of the line, it will be perfectly free from damp all the way; and, as every carriage will be abundantly lighted, the ride will be pleasant in the highest degree. The works will be speedily commenced, and it is expected that the line will be in full operation in little more than twelve months.—[London paper.]

Railroads Carrying the Mail.—The Postmaster General has sent a circular to the various railroad companies carrying United States mails under charge of route agents, pointing out the necessity for their proper accommodation, and for the security of their charge, demanding, too, that they shall all strictly comply with the common clause of their specific contracts, binding them to have cars exclusively for mails. He furnishes them with a diagram, showing that his view of what is necessary, first for security, and next to facilitate the labors of the mail agents in assorting and delivering mails from trains. He also points out the necessity in future for preventing any one excepting United States mail agents, from having access to the body of the mail car.—[Washington Union, Aug. 9.]

Presidential Escape.—The express train from Montreal, which reached this city on Saturday evening at 7 o'clock, had a most wonderful escape when just above Concord. In the sudden and violent storm of Saturday the lightning struck a tree and threw it directly across the track. The train was coming at full speed, and the tree was not seen till the engine was nearly upon it. The engineer reversed his engine, and, with the fireman, sprang from the train and were unhurt. The train rushed on, severed the tree asunder, and was not thrown from the track. The tree was about the size of a man's body, and was of soft wood.—[Journal.]

Cars stopped by Grasshoppers.—The cars on the Watertown Railroad were stopped between that place and Cape Vincent, recently, by the multitude of grasshoppers upon the track. The rails were so thickly covered with them, and the car wheels smashed them up so beautifully between a hop and a jump, that it had the effect of grease on the rails, making the wheels revolve swiftly, while the train remained stationary.—[ib.]

The third volume of Macaulay's History of England, is to appear in England. It has been at length completed by its author, and the manuscript has been placed in the hands of his publisher. There has been a general apprehension entertained by his friends that he would not be able to finish it. His health has been greatly impaired by the excessive use of opium, to which he has been addicted and a continued mental exertion is impossible. A Tory writer in England says that the forthcoming volume may be his story but not history.

LOUISVILLE, AUG. 18.—A private dispatch from New Orleans, says they are unable to bury all the dead, and last week 125 bodies were burned.

RUFFALO, AUG. 18.—The new steamer Mississippi collapsed her boiler last night, about 25 miles out of port, killing the fireman and scalding two others. The accident was caused, it is supposed, by a flaw in the iron of the flue. The boat has returned to port.

POTATOE ROT—ANOTHER REMEDY.—Professor Bollman, a Russian councillor of State, discovered accidentally, and has recently verified by experiment, the fact, that seed potatoes

thoroughly dried, will produce a sound crop. Mr. Ballman's room, in which his first potatoes were dried, was heated to about 72 degrees, and much higher. By way of experiment he placed others in the chamber of the stove itself, where the thermometer stood at 136 degrees and more. He also ascertained that the vitality of the potatoe is not affected; even if the rind is charred.

THE STANDARD.

WEDNESDAY, AUG. 21, 1853.

MUNICIPAL CORPORATIONS.—In the last two numbers of our contemporary, the "Provincial Patriot"—a well written and convincing letters upon the subject of MUNICIPAL CORPORATIONS, backed up by a sound editorial, directing attention to these communications, which by the way, are said to be written by a young man—[New Brunswick.] We have read the remarks of "Public Good" with attention, and are pleased to perceive, that this important subject is to be brought before the people of this County, in so plain and familiar a style. We were and still are an advocate for this pure, fair, and liberal mode of government, which we feel convinced would have been adopted by a large majority, in April, 1852, had it not been for some parties "turning their coats," and in an underhand manner leading their dupes to suppose "that it were better to wait and see how it would work in Carleton County." It is with much pleasure we learn from an authentic and influential source, that the matter will be tried again shortly, when an overwhelming majority, even over a two-third's vote, will convince its opponents, that its friends are resolved to have this County governed "according to the well understood wishes of the people." Let us not, however, be misunderstood. We give credit when due to the Magistracy, some of whom are deservedly popular for their attention to County affairs and efforts to economise the public money; but there are matters over which they have no control, which would legitimately form part of the duty of the County Council.

We will return to this subject in a future number; in the meantime we take the following extracts from the second letter in the Patriot:

"The advocates of these institutions labour no new untried idea, no mere theory of the brain; but only seeks to impart into the government of the local interests of this Province, a principle which is incorporated in the British constitution—that for centuries has been instrumental in promoting imperial improvement, and if some of the best historians of the United Kingdom bear reliable testimony, has materially contributed to the liberties and happiness of our ancestors. The feudal system cradled in an age of barbarism and high exclusiveness—glutted with the very vitality of down trodden men, and swollen to a bloated, disfigured, and gigantic mass of evil and oppression, was hastened to its final extinction by the action of Municipal authorities. Experience, too, approves them, as suited to local locality and circumstances; and as conduits to commercial enterprise. They are, therefore, not mere novelties begotten of rabid reform and sweeping innovations, but come down to us, the venerable offspring of a distant antiquity.

"When men have learned their own and their neighbors rights, they naturally seek to maintain the former, and as naturally respect the latter. An enlarged conception of their just position will arouse an interest in civic rights and duties and excite to personal supervision of the common agent, namely, the public officer. This induces inquiry—investigation—mental exertion—thought, and education is but the power of thinking—to the purpose. Besides, in the discussion of local affairs, general principles may be added, and general information become available. It is therefore an object (which would be altogether wanting, was it not for the representative principle upon which municipal authority is based) for men to acquaint themselves with those concerns of public import which are daily occurring, and to consider of the best means for their protection and management. All may be recalled at some time—some one must periodically, and it is the privilege of the people to determine, who the man shall be, to assume a part in the direction of the common interest. Has not each then a strong incentive to qualify himself? Hence study becomes attractive as well as necessary, and an important end is gained in this—that men begin to think for themselves."

IMPORTANT LETTER.—In the Quebec Morning Chronicle of the 15th inst., we find a most extraordinary but ably written letter, evidently composed by a master mind, which shows up some deeply laid political schemes for the annexation of Canada and Cuba into the American Confederation; and gives some extracts from a newly published History of Canada, by the Abbe Brasseur de Bourbourg, Vicar General of Montreal. The great length of the letter prevents our publishing it in our columns, but we append some extracts from the Chronicle's introductory

remarks, which will give an idea of its contents. From this curious document, it is plainly evident, that from one end of the Union to the other, the Americans are desirous (aye, and even discuss the question) of annexation, as if it were already near its accomplishment. The Chronicle says:—

The Vicar General, the Abbe Brasseur de Bourbourg's book appears to be a very curious expose of the Archepiscopate of Quebec. Is it possible that the Canadian clergy, whose interests have hitherto been considered as wound up with the maintenance of British sovereignty in this province, desire to be independent of England?

Our correspondent, however, alludes to the absorption of Cuba and Canada into the American confederation. Now, when we consider the remarks of the American minister, Mr. Soule, respecting Cuba; and the fact that Mr. Buchanan has gone to England to sound the British government on the contemplated cession of the British North American colonies and Free trade with England, the annexationist policy of the Canadian administration, the purchase of U. S. railroads by English capitalists, and above all that Mr. John N. B. has been employed in collecting statistical information concerning all the British provinces the most extensive maps of every portion of them being published at the expense of the United States government, it is only reasonable to suppose that the Republic has designs upon Canada and upon Cuba as a counterpoise. Lord Elgin is about to leave Canada for England. Why?

THE ILLUSTRIOUS STRANGERS, HAILED!—It is but seldom we record the visit of so exalted a character as THE COMTE, consequently we do it now with much pleasure. It was seen, (tho' not accurately, on account of the thick state of the atmosphere,) on Sunday evening, low down in the northern hemisphere. Its brilliancy was not great, owing no doubt to the dense vapour or thick atmosphere we have alluded to, surrounding it. It had the resemblance of dull silver coin, but one tail, which to the naked eye was about a yard in length, and was on the opposite side to the sun, as is generally the case. We apprehend the stay of the Visitor will be but for a brief period—a day or two, when it will be away from us to range through the vast vaults and wide expanse of the far heavens again, not to re-appear it might be, even for ages to come, and on this account we feel sorry it should so soon depart.

THE WESLEYAN BAZAAR.—Notwithstanding the unpleasant state of the weather on Thursday last, large parties came from Carleton Place, St. Stephen, and Milltown, in the morning, which was closed early in the afternoon, owing to the rain storm. About 4 o'clock the steamer "Forest Queen" from St. John, with a small party arrived in the harbour, and returned early next morning. The Bazaar was opened again on Friday, and we are pleased to learn that upwards of £100 were raised; many of the most valuable articles have yet unsold, which no doubt will realize a large sum. Several parties availed themselves of a trip to the Railroad, and were much pleased.

The Arch-Bishop of Halifax, and Dr. Connolly, Bishop of St. John, will officiate in Milltown on Sunday next.

DINNER TO R. STEVENSON.—We notice in the Montreal Sun, an advertisement stating that a Complimentary Dinner would be given to R. Stevenson, Esq.; M. P., on Friday last 19th inst., at the Donegan's hotel in that city. Price of tickets \$12 each. Select enough in all conscience, to make it almost exclusive.

St. John August 20.
We understand that the arrangements for the GRAND RAILWAY DEMONSTRATION, to be held in this City on the 14th of September next, are progressing very favourably. The guests from Canada, Nova-Scotia, Prince Edward Island and Maine will no doubt be numerous, such celebrities as Jackson, Betts, Stephenson and Roney not being to be seen every day.

The order of the day, we believe, will be something as follows:—The procession will form in King's-square in the morning, and it is expected that most or all of the following bodies will take part—the Magistrates of the County on horseback; two and two; the Mayor and Common Council; the Freemasons; the Trades; the Fire Companies; the Grand Division of the Sons of Temperance; and the Carpenters and Coachmen of the City, on horseback, to bring up the rear.

The procession will move down Brunswick street, probably, and by the Marsh bridge, to the City road, forming a square round the ground to be selected for the ceremonies of the day. The line will be located in the valley behind Jeffrey's hill, and the place will be some suitable spot between the Valley Church and the Marsh Bridge.

STEAM TO LIVERPOOL!—Just as our paper was going to press, we were informed that active arrangements are in progress for establishing a line of Screw Steamers between St. John and Liverpool. As gentlemen in

both places, engaged in and well acquainted with the business requirements of the ports, have taken the matter in hand, we have reason to believe that it will be carried out in the most effectual manner. Success to enterprise!—[Courier.]

BELLS.—Eight bells, with the necessary fixings, have been imported in the packet ship *Liberia*, from Liverpool. They are intended for the Cathedral at Fredericton, and are valued at £530 sterling.—[Ibid.]

We much regret to hear that the Weevil is making serious ravages in the Wheat fields in this County. Strange to say, in the neighboring State of Maine this destroyer has not made its appearance this season. Of Oats and Potatoes there is no probability that our farmers will complain either as to quantity or quality.—[Woodstock Reformer.]

DEPARTURES.—One of the party of men who recently deserted from the Garrison at Fredericton was captured last Friday by Messrs. Allen and Jacques. Another has lost his life in attempting to escape, having been drowned while attempting to cross the River St. John, between Fredericton and Woodstock.—[ib.]

The Railway works, we are informed, are progressing satisfactorily—the line from Shediac to the bend being now staked out. The surveying party have advanced seven miles further on their way to St. John, as far as the confluence of the Peteticodan and Annagance rivers.

Preparations are being made for the celebration to be held next month. A meeting of the Trades was held at the Mechanics' Institute last night, when it was resolved that the Trades should take part in the Procession. We will speak more fully of this on Saturday.—[Freeman.]

The shop of Mr. James White, in Queen-street, was entered on the night of Saturday last, and a number of silver watches and other articles stolen. The entrance was made at the rear of the premises. The basement story of Mr. Coburn's premises was also entered on the night last week by some persons thrusting aside the iron bars which cross one of the windows, but the object of getting entrance into the store above was frustrated by the door being well secured. There are doubtless some bad customers in the market at present, and we advise all concerned to be watchful.—[Fredericton Reporter.]

CANADIAN JUDGES.—The Hon. L. H. Lafontaine has been appointed Chief Justice of Lower Canada, in the room of Sir James Stuart, and the Hon. R. E. Caron has accepted a Judgeship in the Superior Court. The steamer *Sarah Sands* arrived at Quebec on the 12th inst., in 22 days from Liverpool, with 93 cabin and 127 third class passengers.

In the House of Commons, on the 2d of Aug., on the order of the day for the second reading of the "Catholic Church Regulation Bill," Lord John Russell moved that the Bill be deferred until Monday, in order that the House might see the amendments which had been prepared by the Solicitor General. After some discussion, the bill was lost—so that the Colonists will have time to consider the measure previous to its being again brought forward.

MARRIAGES.—At Fredericton, on the fifteenth instant, in the Wesleyan Church, by the Rev. and C. Churchill, Mr. W. M. L. Evans, of Moncton, County of Westmorland, to Maria M., daughter of Anthony Lockwood, Esq., grand daughter of the late Surveyor General of this Province, and adopted daughter of Joseph Gaynor, Esq.

SUGAR!—Ex Union from Boston—10 hds prime quality SUGAR, For sale by J. W. STREET.

AUG. 17, 1853.
BEST SYDNEY SCREEN'D COAL, 100 Chaldrons To arrive.—Apply to J. W. STREET.

AUG. 24, 1853.

DENTAL OPERATIONS
DR. PATTERSON,
SURGEON DENTIST,
WILL visit St. Andrews on Monday next, 15th inst., and remain at his Rooms, Bradford's Hotel, for three days only. Dr. P. will be happy to wait on all those who may require his professional services. All operations warranted to give satisfaction.
St. Andrews, August 10, 1853.

PASSENGERS FOR
Gloucester or Bristol.

THE Clipper Barque "Bristol Belle," Capt. Spongley, will sail from this Port on or about the 25th inst., for Gloucester or Bristol, and has superior accommodations for a limited number of Cabin passengers. Apply to Capt. Spongley on board the ship at 15 Dock, or to

WILSON & BOLTON

FOR SALE,
MOLASSES, in Bulk or Duty paid, ex Brig. SARKIS, from Cuba. Apply at our Office.

F. A. BARCOCK & CO.
March 20, 1853.

THE undermentioned will be offered on Tuesday the 1st by the respective Auctioneers to the highest bidder (Purchasers will be required to cut the Bertha at pre day of play next (No person is a hundred acres pa

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