ENGLAND

London Papers to the 12th of August, had reached Paris, from which Galignani makes the following summary:

"Our Extracts from most of the leading political London journals show the strong opinions which prevail upon the [illegible] and avowed opposition now existing between the hereditary and representative Houses of Parliament—a subject, not only of English but European importance. The results, according to our private correspondence, are looked to by all classes, with indescribable interest. Ministers on Wednesday experienced another repetition of one of the many defeats we have had recently to record in the proceedings of the House of Lords, the Bill for remodelling the constabulary force in Ireland having been rejected without even allowing the measure to be examined in Committee. It was thrown out by a majority of 51 against 39. The discussion introduced by the Marquiss of Londonderry (whose speech on the affairs of Spain, with Lord Melbourne's reply, we gave on Saturday) was desultory and threw no light whatever on the state of affairs in that quarter, Lord Carnarvan, Lord Brougham, and the Duke of Wellington, took a share in the conversation, all of whom (in long speeches) deprecated discussion. On Thursday the bringing up of the report of the *Municipal Corporations Bill* in the House of Lords gave occasion for an animated and singularly amusing debate. The merits of the Bill itself, or in any of its details, naturally enough occupied but little attention, the subject being thoroughly exhausted. Lord Melbourne moved two or three amendments for rescinding the amendments made in the Committee, and upon one, that which provides the continuence in office of Alderman, divided the House. His Lordship was however, defeated by a majority of 71, the numbers being, for Lord Melbourne's motion 89, against it 160. This apparent increase of the votes on both sides arises from the proxies counted in the division; whereas proxies are not admitted in a committee. We have received the proceedings in both houses of Parliament to a late hour on Friday night. The Municipal Coporation Bill was a third time in the House of Lords. The Earl of Winchelsea moved its total rejection, and divided the house on that question, when the numbers were—for passing the Bill, 68—Against it 5. The measure then passed, and was transmitted to the House of Commons. When the Messenger presented the Bill at the Bar, and announced that it had been "amended," the whole of the ministerial benches burst into ironical laughter. As soon as the Messengers had retired the Chancellor of the Exchequer rose and observed that it would be better to postpone the consideration of the Bill until the amendments of the Lords should be printed and placed in the hands of Members, which he apprehended might be done on Monday next. When printed, the House would have a fit opportunity of coming to a calm, firm but resolute decision—(cheers)—as to the amendments proposed by the Lords. Any premature discussion now taken might impede the vigorous action of the House in the regular discussion of the question. Mr Hume and Mr O'Connell violently declaimed against the amendments, as destructive of the Bill, and trifling with the strongly-pronounced feeling of the country. The subject then dropped."

LONDON, Aug 29, Evening.—The consideration of the appropriation clause, in the consolidated fund bill, has been again postponed by the Chancellor of the Exchequer.—The corporation bill was brought back to the Commons, with its mutilations, on Friday.—Mr. Spring Rice, on behalf of the Government, moved that the bill, with its amendments, be printed, and taken into consideration on Monday, on which day he bespoke a full attendance of members, and expressing his conviction that the subject would then receive a calm and deliberate, but at the same time *resolute* decision. The use of the term "resolute," and the manner in which it was caught up and cheered by the house, sufficiently indicate the temper of the house, and the intentions of government with regard to the measure. The further postponement of the supplies also indicates a steady determination on the part of the present administration not to be undermined by their opponents. It is clear that the members of the Cabinet, who, no doubt, have good information of what is passing in the enemy's camp, anticipate some desperate attempt at circumvention, and feel the necessity of guarding against surprise. The last hope of the Tories is understood to be placed in a dissolution and new election before the last registration comes into play after the circuits of the revising barristers.

WEST INDIES.—A Bermuda paper of Sept 26, received at the exchange News Room, states that in the hurricane at Carthadoe, on the 3d, the pier, a massive structure, which cost £30,000 sustained material injury, as did most the substantial stores of Arnot & Co. The theatre was shaken, and the east gable shattered. The ancient stone jail was so much shattered that 73 out of 83 prisoners made an easy escape.

During the hurricane a brig from Newfoundland, a Charleston schooner, brig Hebe from London, 4 sloops and 6 small boats disappeared—two of the latter were known to be stranded, and the others were wrecked of two days after.

In Bridgetown the streets were rendered almost impassable by the falling of small houses, outbuildings, trees and fences. In some instances the houses were left entire, and thrown into the middle of the streets.

Great damage was done to the barracks and public buildings at the garrison of St. Ann's. The front [illegible] of the Royal Artillery Barracks was blown [illegible] the roof of the guard house carried away. [illegible] gallery of the stone barracks occupied fifth regiment, was torn off and dashed [illegible] The roof of the officers' barracks, [illegible] four to five and twenty tons, was [illegible] and capsized on the top of the adjoining up some of the solid brick [illegible]. Every mill in the garrison ruined. The colonial barracks totally destroyed.

[illegible] proposes to connect Lakes Huron [illegible] rail road—the distance 100 [illegible] of 300 miles by the water [illegible]

[illegible] nals and Rail Roads of Pennsylvania, amounted to $581,427. [illegible] daily added to the chain of [illegible] east. The Southern route [illegible] Bangor to Eastport, and [illegible] Brunswick; where a steamer is being constructed to [illegible] side.

[illegible] of the common English, in the garden of [illegible] pounds and fifteen [illegible] and four inches in [illegible] several.

[illegible] York, October 10.

[illegible] RECTO RAIL ROAD.—[illegible] improvements in this [illegible] could be accomplished, in proportion [illegible] be gained, than [illegible] the Salmon River [illegible] with the Richibucto [illegible] to hear that enterprising [illegible] townsman Mr H. Perley Esq (to whose industry and perseverance the public are already much indebted for some of the beneficial institutions lately established in this City,) to ascertain the nature of the country along the proposed route, and the distance between the heads of navigation on the Salmon and Richibucto Rivers. So far as yet ascertained, there are no obstacles to steam navigation from St John to about seven miles up the Salmon River, as far as M'Donald's; and the Richibucto is also navigable twenty miles up. A Rail Road to connect these two points is all that is wanting in order to open a ready communication and an extensive trade with Richibucto, Miramichi, Bay de Chaleur, Prince Edward Island, and all other parts of the Gulf of St Lawrence—from which St. John is at present cut off—as well as to open a route for great commercial intercourse with Quebec and Montreal. Instead of a journey to the Eastern part of our own Province, being, as now considered a thing not to be lightly undertaken, we should on the establishment of this Rail Road, with good steamers, conceive it no wonderful affair to breakfast in the City and Sup at Miramichi or Charlotte Town.

BILL FOR RAIL ROAD

Read September Sessions, 1835.

WHEREAS it is believed that the opening of the Country between the County of Charlotte, the River Saint John, and ultimately between this and Quebec, would greatly increase business, and tend materially to the advancement of the interests of this Province: and whereas it is desirable to grant encouragement to such enterprising persons as may be desirous and willing at their own cost and charges, to make and maintain a Rail Road from St. Andrews to the said City of Quebec, by granting to them, an Act of Incorporation.

I.—Be it Enacted, by the Lieutenant Governor, Council and Assembly, that John MacMaster, John Wilson, Harris Hatch, Thomas Wyman, Hon. Wm F. Odell, James Rait, Hon. Thos. Baillie, Charles Simonds, Wm. Walker, James Douglas, Adam Jack, E. D. W. Ratchford, John McAllister, J. W. Chandler, A. L. Street, Amos N. Kendall, Samuel Frye, J. G. Woodward, Moses Vernon, J. Connell, J. English, and such person and persons as shall from time to time become Proprietors of Shares in the Corporation hereby established, their Successors and Assigns; be, and they are hereby to be a Body Politic and Corporate by the name and under the Title of The New-Brunswick Rail Road Company, and as such, shall have continuance and such shall have continuance and succession for and during the term of fifty years from the date of these presents, and by that name, for the said term of fifty years, shall be persons able, and in Law Capable, to have, get, receive, take, possess and enjoy Lands, Houses, Tenements hereditaments and rents in fee simple or otherwise, and also goods and chattles and all other things, real, personal or mixed: and also to grant bargain and sell, let, transfer, or assign the same or any part or parcel thereof, and to do, perform, and execute all other things in and about the same as they shall be, by the said style and name of the St Andrews & Quebec Rail Road Company, persons able and capable in Law to sue and be sued, plead and be impleaded, answer and be answered unto, defend and be defended, in the courts of Law Equity, or any place or places whatever; and also that they the said company shall have one Common Seal to serve for the ensealing of all and singular their Grants, Deeds, Conveyances, Contracts, Bonds, Articles of Agreement Assignments, Powers and warrants of Attorney, and all and singular their affairs touching and concerning the said Corporation; and also that they, the said Company or the major part of them shall from time to time, and at all times during the continuance of the Charter have full power and authority to constitute, make, ordain, and establish, such Laws regulations and Ordinances as may be deemed necessary, be not contradictory or repugnant to the Laws of this Province; and provided also that nothing herein contained shall be held or construed to give to the said Company, the privilege of dealing in the lending of money by way of discount or otherwise or transacting in any Banking operation whatsoever.

II.—*And be it Enacted* that the Capital Stock of said Corporation shall consist of Five Hundred Thousand Pounds to be paid in such money as shall at the time of the several payments hereinafter expressed be a legal tender in this Province, the whole amount of said Capital Stock to be divided into 10,000 shares of Fifty Pounds each—one per cent of which will be called for in three months after the passing of this Act, and the remaining ninety nine per cent in such parts and portions, and at such time and times, as the Directors for the time being shall see necessary, which amount shall not at any one period be more than ten per cent on the amount of the Capital or Stock belonging to any individual, and that sixty days notice of such payment being required shall be given in one or more of the Newspapers published in this Province.

III.—*And be it enacted*, that when and after Five Thousand shares are subscribed and security taken for the respective payments thereof when called for in terms of the preceding, a General Meeting of the Stockholders shall take place, of which meeting thirty days notice shall be given in the Royal Gazette Fredericton, one of the Newspapers of the City of Saint John, and in the St. Andrews Standard, for the purpose of choosing thirteen Directors being Members and Stockholders of the Corporation under and in pursuance of the Rules and Regulations herein after made and provided, which Directors so chosen shall serve until the first annual meeting for choosing Directors which shall take place annually on the first Tuesday in May, and shall have full power and authority to manage the concerns of the said corporation, and shall commence the operations of the said Company. Provided always, that seven of the Directors in office shall be re-elected at such annual meeting for the next twelve months, of whom the president shall always be one.

IV.—*And be it enacted*, that it shall and may be lawful to and for the said Company their successors, their Deputies, Agents, Servants, Workmen and Assistants; and they are hereby authorised and empowered, to design, erect, order, and build, or cause to be built, and to complete, maintain, and keep in repair a Rail Road, commencing at Saint Andrews, and proceeding upon such line or lines as may, by experienced Engineers, be decided upon, towards Quebec, with branches to intersect whereon the same may be required, and to dig and make proper foundations on the said line of road, and on the lands and grounds thereof, for the Towers, Blocks, Piers, Abutments, of the said Rail Road, to cut, and level, bore, excavate, erect Bridges; and do all such things on said line of road as may be necessary and proper for the fully and completely erecting said Rail Road, and to cut, remove, take and carry away all and every impediment whatsoever, which may in any wise tend to hinder the erecting and completing the said Rail Road, and to execute all other things requisite and necessary, useful or convenient, for erecting and building, maintaining and supporting the said Rail Road, according to the tenor and true meaning of this Act. And further, that they may from time to time enter and go in and upon the lands and grounds adjacent to the said line of road, contemplated for the purpose of making surveys, examinations or other necessary arrangements for fixing the site of the said Rail Road. And further, that they may explore lay out and make a road not more than four rods wide on the whole, or part of the proposed line of Rail Road; and take to their uses and for the purpose of building and erecting such buildings and erections as may be necessary towards the ultimate completion of this work, Timber, stone, and earth, such as may be found on said line. And further, that for the purpose of erecting, building, maintaining, repairing and supporting the said Rail Road, the said Company shall from time to time have full power and authority to lay, place, or deposit within one hundred yards of the said line of Rail Road, all materials and other things to be used in and about the same, and there to work and use such materials and things, as they the said Company, and the persons to be by them appointed, shall think proper, without any previous agreement with the owner or owners of the property on which said Towers, blocks, Piers and Abutments shall be built, or in and upon which such surveys, examinations, or other arrangements may be made, or through which such roads may be explored, laid out, worked and made, or on which such materials and other things shall be laid, placed, or deposited, or of the tenant or tenants thereof, doing as little damage as may be, and making such satisfaction as is hereinafter mentioned, to the owners or occupiers of all lands and grounds, tenements, and hereditaments which shall be used and occupied, altered, damaged, spoiled, taken or made use of by means, or for the purposes of this present Act; the same to be agreed upon by the said corporation and the said owners and occupiers of the private property in question; and in case of disagreement between the said Corporation, and the said owners or occupiers, or any of them, then such compensations and satisfaction shall be determined by three *Arbitrators*, one to be chosen by the said Corporation, and one by the owner or owners, occupier, or occupiers of the private property in question; which two *Arbitrators* so chosen shall choose a third Arbitrator, and in case of their not agreeing in such choice within ten days after their appointment, then and in such case, it shall and may be lawful for the Lieutenant Governor or Commander in Chief for the time being, upon application of the said Corporation, to appoint the third Arbitrator; the award of said arbitrators or any two of them shall be final and conclusive in the matters referred to them; and in case any of the said owners or occupiers of such private property shall decline any such agreement, or appointing such Arbitrator, then and in every such case the said Corporation shall make application to the Supreme Court of this Province, stating the grounds of such application, and such Court is hereby empowered and required from time to time upon such application, to issue a writ or warrant, directed, to the Sheriff of the County of Charlotte, or in case of his being a party interested, then to the Coroner of the said County, and in case of the Sheriff and the said Coroner being both interested, then to some person or persons who may be disinterested, commanding such Sheriff, Coroner, person, or persons, as the case may be, to summon and empannel a Jury of twelve Freeholders within the said County, who may be altogether disinterested; which Jury, upon their oaths, (all which oaths, as well as the oaths to be taken by any person or persons who shall be called upon to give evidence in the matter, the Sheriff, Coroner, or person or persons summoning such Jury is hereby empowered to administer) shall enquire, ascertain, and assess the distinct sum or sums of money, or annual rent to be paid, as the amount of compensation and satisfaction for the damages that may and shall be sustained by such owner, or owners, occupier, or occupiers of such private property as aforesaid; and the inquisition, award, or verdict of such Jury, shall be returned and filed in the office of the Clerk of the Pleas in the said Supreme Court, and shall be final and conclusive between the parties; which amount so assessed as aforesaid, and the costs and expenses of such proceedings to be taxed and allowed by the said Supreme Court, shall be borne by the said Corporation, and shall be by them paid within thirty days after the said inquisition, award, or verdict shall be filed as aforesaid.

V.—*And be it enacted*, That if any person or persons shall wilfully and maliciously, and to the prejudice of the said undertaking break damage, throw down, or destroy any of the Works to be erected or made by virtue of this Act, any such person shall be judged guilty of Felony, and every such person so offending and being thereof lawfully convicted, shall be liable to the punishment prescribed for felony, in an Act made and passed in the first year of the Reign of His present Majesty, intituled, "An Act for improving the Administration of Justice in criminal cases."

VI.—*And be it enacted*, That any joint Committee hereafter to be appointed by the Honorable the Legislative Council and the House of Assembly, for the purpose of examining into the proceedings of the said Corporation shall, either during the Session, or prorogation of the General Assembly, have free access to all the Books and Accounts of the same.

VII.—*And be it enacted*, That any number of Stockholders, not less than seventy-five, who together shall be proprietors of two hundred and fifty shares, shall have power at any time by themselves or their proxies, to call a General Meeting of the Stockholders, for purposes relating to the business of the said Corporation, giving at least thirty days notice in two newspapers published in this Province, and specifying in such notice the time and place of such meeting, with the objects thereof, and the Directors or any five of them shall have the like power at any time, (upon observing the like formalities) to call a general meeting as aforesaid.

VIII.—*And be it enacted*, That any number of stockholders, not less than one hundred, who together shall be proprietors of six hundred shares, shall have the power at any time by themselves or their proxies, to call a general meeting of the stockholders for the purpose of taking into consideration the dissolving of the said Company, giving at least three months notice, in one or more of the Newspapers published in this Province, and specifying in such notice, the time and place of such meeting with the objects thereof; and should it be agreed upon at such meeting, that the said company or corporation should be dissolved, such stockholders are hereby authorised and empowered to take all legal and necessary means and ways to dissolve the said company, and upon such or any other dissolution of the said company, the directors then in office, shall take immediate and effectual measures for closing all the concerns of the said corporation, and for dividing the capital and profits which may remain among the stockholders in proportion to their respective interests.

IX.—*And be it enacted*, That if the said company or corporation shall not, within twenty years from and after the passing of this Act, complete the said Rail Road so as to make the same passsible, that then and from thenceforth all and singular the powers and authorities vested in them by this act, shall cease and determine to all intents and purposes whatsoever.

X.—*And be it enacted*, That the joint stock, or property of the said Company shall alone be responsible for the debts and engagements of the said Company.

XI.—*And be it enacted*, That the shares, capital, or stock of the said Company shall be assignable, or transferable, according to such rules or regulations as may by the Directors be established in that behalf; but no assignment or transfer shall be valid or effectual, unless such assignment or transfer shall be entered in a book to be kept by the Directors for that purpose, nor until such person or persons so making the same shall previously discharge all debts actually due, and payable by him, her, or them, to the said Company.

XII.—*And be it further enacted*, That the first meeting of said Corporation shall and may be called by notice, signed by any four or more of the members thereof, to be posted in three conspicuous places in the various Counties through which said Rail Road may pass, at least twenty days before the day of such meeting, or [illegible] successively in one public Newspaper, if any such there be in each of the said Counties respectively.

XIII.—*And be it enacted*, That the said Company shall, and may erect and set up convenient and necessary buildings near the said Rail Road, and shall and may appoint one or more persons to collect the rates from any person or persons who may be desirous of conveying any property on the same, and that the respective rates following, may be demanded and taken by such person or persons as may be appointed as aforesaid, for each and every time of passing on the said Rail Road. For every ton of squared pine timber shillings. For every superficial thousand feet of sawn Lumber shillings, for every cord of Lathwood shillings, for every cord of Hardwood shillings, for every cord of Bask shillings, for every thousand staves for every thousand laths for every thousand feet of Saw Logs for every thousand of Shingles for every ton weight of Goods, Wares and Merchandize for every Horse, Mare, Gelding, Cow, Ox, or other cattle per head, for every person over ten years of age for every person under ten years of age.

XIV.—*And be it enacted*, That it shall and may be lawful for the Collector or Collectors of such rates, or any or either of them to stop or prevent the passage of any person or persons, or property of any kind; for and in respect of which rates ought to be paid, or it may be lawfaul to defer and for the said Collector or Collectors, to seize and detain the goods and chattels of such person or persons who may be unable, or who may refuse to pay for the same, and in case the said rates shall not be satisfied, together with all reasonable costs and charges of making, keeping and detaining such distress within the space of five days, the said Collector or Collectors shall and may sell the same, rendering the overplus, if any, after deducting such costs and charges of making, selling, and detaining such distress, to the owner or owners thereof.

XV.—*And be it enacted*, That on the expiration of this Act, the same shall be extended to a farther term of fifty years, unless it shall then be deemed to be more advantageous to the general interests of the Province to take any Rail Road and other Improvements which may be made under and by virtue of this Act, off the hands of the Stockholders shall be entitled to receive from the Treasury of the Province, the full value of said Rail Road and Improvements, together with a full compensation for any loss which may have been sustained from the deficiency of the rates to pay the interest of the capital invested therein, the expense of keeping the same in repair, and the difference between the appraised value of such Rail Road and improvements at the expiration of this Act, and the actual cost of erecting and making the same; and in case there should not be then sufficient funds in the Treasury to pay such appraised value, loss of interest, and difference between such appraised value, loss of interest and differences as aforesaid, in manner after the rate of Six *per centum per annum* and until the same be paid in full to the said Stockholders.

The St. Andrews Standard.

THURSDAY MORNING, OCT. 15, 1835.

LATEST DATES.

Via N. York,	Oct. 10	*Via St. John*	
Havre,	Sep 3	Halifax,	
London,	Aug 29	London,	Aug 28
Liverpool	Aug 27	Liverpool,	Aug 6
N Orleans	Sep. 24	Quebec	Oct 6

To this Port direct—London Sept. 1

Charlotte County Bank.

HARRIS HATCH, Esq. President.
Director next week, - - - J. Parkinson Esq.
DISCOUNT DAY, ... THURSDAY.
Hours of business, from 10 to 2.

☞ BILLS and NOTES for Discount must be with the Cashier on or before WEDNESDAY otherwise they must lie over until next week.

ALMS HOUSE AND WORK

Commissioner next week——J. Boyd.

We have English dates to the 2nd Sept. by arrivals directly to this port, but nothing important can be gathered from them beyond what is contained in the extracts we give to-day from papers received through New York.

We have to account for the delay in the publication of the Standard this week, by informing our Subscribers, that in consequence of an informality on our part in the importation of some paper, it was detained until the necessary forms were fulfilled, and we had not enough on hand to complete our impression. We think it only just to add, that this inadvertency could not be compromised by the officers of H. M. Customs; but that these gentlemen afforded every facility to the correction of the mistake, as it was evidently not intended for any evasion of the Revenue.

RAIL ROAD.—In this impression will be found a copy of the Bill intended to be brought before the next Session of the Legislature to incorporate a Company for the completion of a Rail Road from hence to Quebec. The feasibility of this great undertaking becomes less and less doubted as mens minds become better acquainted with its merits. The project is worthy the cool and dispassionate examination of every friend to the improvement and prosperity of these Provinces; and those who will carefully consider it in all its bearings and weigh its difficulties with its probable results, will begin to view it in the light of a great national decideratum.

It will be our future task to particularise its advantages; in the meantime we will invite all who are interested in the welfare of the Province to investigate its merits, and judge seriously of them, divested of local prejudice or personal interest.

In compliance with a resolution passed at the late Rail Road Meeting here, a deputation of gentlemen from the Committee proceeded to Fredericton, to lay their proceedings before his Excellency Sir Archibald Campbell, and to solicit the honor of his patronising the association. They are also charged with invitations to the leading gentlemen at the Seat of Government, and elsewhere, to become members of the Standing Committee. From the strong desire so frequently evinced by his Excellency, to invigorate those projects which are calculated to advance the prosperity of the Province, we have every confidence that, on the present occasion, he will take an enlarged view of this subject, and put it in the favorable position which he [illegible] portance demands [illegible] nance.

[illegible] the [illegible] and Alba[illegible] but they furnish us [illegible] and Lake [illegible] will be noticed in our next.

Died.

On Sunday morning last, James [illegible] er of the Light House on Partridge [illegible] of the Branch Pilots for this port. [illegible] laboring under a fit of mental derangement [illegible] he was occasionally subject, left his [illegible] o'clock in the morning, and although [illegible] was shortly after made on the Island shore, his remains were not found until [illegible] when they were discovered on the [illegible] side of the Island. He is supposed [illegible] killed by falling from the cliff above [illegible] about fifty feet, as his skull was [illegible] both his legs broken, and his body [illegible] bruised. Capt. R was in the 50th year of his age, and has left a widow and six children [illegible] *Courier.*

Shipping Journal

PORT OF SAINT ANDREWS

ARRIVED.

Oct. 10, Sch. Mount Moriah, Howes, [illegible] J. Wilson.
12, — Mary Ann, Crowe, [illegible] Master,
" — Henrietta, Collins, [illegible] J. Rait.
13, Ship Maria & Elizabeth, [illegible] derland, C[illegible]
" Brig Hester, M[illegible] N. Marks.

Original issues in Poor Condition
Best copy available