

SUMMARY OF NEWS.

AUSTRALIAN MATTERS.—From late English papers we gather a number of items of interest respecting Australian affairs.

The London bankers, it is said, have experienced so much inconvenience from the leaving of their clerks for Australia, that they have been compelled to raise the pay of all their employees.

The Melbourne Argus says that there is a market there for almost every thing, with very high prices; and that there is very little reason to fear a glut of the necessities of life, as the market for them is continually enlarging.

The Melbourne Herald, to illustrate the rapid advance in real estate in and around Melbourne, says, that building allotments, too roads each, were selling for from £80 to £270 each; at which rate between forty and fifty thousand pounds worth was sold. Promises in the town which two years ago cost £2,600, could not now be bought for £9,800, cash in hand.

Shipping from London to Australia is very brisk. During the week preceding the sailing of the *Cornwall*, 4,483 tons of shipping had left London for different ports in Australia. Freight was high and rising. £6 per ton, for measurement goods, had been freely paid, and £8 was now demanded.

An English paper says:—Mr. Lindsay, the well-known shipowner, has just announced his intention of starting his monster Australian emigrant ship, the *Caroline Chisholm*, from Southampton. This ship will convey out 900 young women of good character as emigrants. Mrs. Chisholm is going out to Australia with these young women.

Extraordinary scene in a Court of Justice.—One of the most extraordinary scenes ever witnessed in a court of justice took place at the Quarter Sessions of Galway, on Wednesday. In action with regard to a right of property a witness was subpoenaed to produce a lease. When it came on the table he refused to surrender the document, although he admitted it was in his possession, "without the consent of his partner" in it. The court threatened to send him to jail, but without effect, and he still persisted in refusing his witness ordered him to be searched. Accordingly four or five policemen seized him, and attempted to throw him on the table. The witness, however, nothing daunted by so formidable an array, showed fight, kicking and tripping with all his might. In the *mele* the witness's chair was upset, and, there being too a clear stage, physical force gained the ascendancy, and poor Paddy was stretched on his back, but not until he had succeeded in causing some consternation among the young gentlemen of the bar, who sat round the table, and who having a due regard for the preservation of their faces, sprangly vacated their seats. Through down the man did not yet surrender, and it was not without considerable difficulty that the police got him then purpose. As soon as the deed was taken from him, and he had recovered his legs, he laughed heartily saying he did not care about it, as they took it from him by force; but he would not give it up without the consent of his partner. Whilst this scene, which lasted for several minutes, was being enacted, the greatest confusion pervaded the whole court.

The new Empress of France.—A correspondent of the New York Commercial Advertiser, formerly a resident of Spain, says the new Empress of France is a granddaughter of Mr. Kirkpatrick, who was U. S. consul at Malaga during Mr. Monroe's administration. Mr. K's daughter, Maria Kirkpatrick, married the Count de Teba, and the future Empress is their daughter. Mr. Kirkpatrick was a Scotchman, and the story that the Empress is of Irish extraction is incorrect. The public ceremony of the marriage of Louis Napoleon was to take place on the 29th January.

Washington, Feb. 5.—In the Senate, Mr. Davis introduced a bill to regulate the rights of disposing of the proceeds of the fisheries in and between the British North American Provinces and the United States. He said he was unwilling the session should pass off without the introduction of some measure, and desired that the bill might be printed; referred. It provides that whenever the President shall be satisfied that the American fishermen are admitted to the privileges of British residents in the Provinces, with all the incidental rights of curing and preparing for market the proceeds of such fisheries, both on water and land, then he shall issue a proclamation, authorizing fishermen of the British Provinces like privileges in the waters of the United States, together with the privilege of entering the ports of entry on payment of the same duties which are regarded by law of American fishing vessels, provided that the act shall in no way affect the rights of property.

An alleged fugitive from justice arrested.—Col. Clapp arrested yesterday on board the *sch. Geo. Washington*, one of her Majesty's subjects, named James Brown, who had just arrived from Halifax. He is charged with stealing £40 worth of dry goods from his employer, named Brown, a merchant doing business in Nova Scotia. James admitted that he was guilty, and agreed to return to Halifax in the steamer *Sir John Harvey*.—[*Boston Courier*.]

Important from Washington.—We have been informed that information was received by telegraph last evening, of the rejection by the United States Senate on Thursday last, of the Reciprocity and Fishery treaty lately agreed upon by the American Secretary of State and Mr. Crampin, the British Minister at Washington, but that a Bill on the subjects embraced in the treaty would be reported in Congress by the Committee of Commerce, to-day.—[*St. John Courier*.]

From Port au Prince.—By brig *Isabella Reed*, Rice, from the above port Jan. 17, we learn that the fever was very destructive in its effects. A great many of the persons belonging to the shipping are its victims, owing to there being no proper place for the sick on shore. A number of the vessels in port had lost some of their officers and men.

Comparative Cost of Railroads in the United States.—The average cost of railroads has been as follows:—

30 roads in N. York cost, \$40,344 \$3 per ml. Total \$80,000,000.
38 roads in Mass. cost, \$14,432 11 per ml. Total \$55,000,000.
12 roads in South A. & W. cost \$45,633 \$9 per ml. Total \$550,000,000.

The number of railroads including branches now in progress in the U. S. is 372. The miles in operation are 13,546; the miles in progress 10,828; and the amount now expended is \$400,000,000. The average cost being \$30,000 per mile.—*Atl. Atl.*

The Managers of the American Bible Society held their monthly meeting at New York on Thursday. Hon. Luther Bradish, president. Ten new Societies were recognized as auxiliary. Among the grants made were 5000 Bibles and 20,000 Testaments for Sunday Schools in the new states and territories not supplied by the local Bible Societies. The new Bible House will probably be ready for occupation in April.

The Reciprocal Treaty.—There is naturally great interest felt to know the details of the treaty negotiated by Mr. Everett and Mr. Crampin. The correspondent of the New York Express says:—There is no clause in the project of the treaty with Great Britain for granting American Registers on tonnage certificates to Provincial Vessels. The effect of such provision would be injurious to our navigating interests; nor has it been proposed to allow foreign owners and captains of these Vessels to sail them under American licenses.

The cost of clipper ships of one thousand tons and upwards, in the principal building districts, is said to be as follows:—

New York and Boston, \$62 per ton.
Portland, N. H. 75
Maine, 45
New Brunswick, 45

The fastest class of a thousand ton ship of the first class in New York, without the ornaments, which are so freely lavished on many of them, is \$62,000; but in New Brunswick it is only \$45,000—that is to say, about 30 per cent. less.

Great Britain, we understand, endeavored in the draft of the treaty before the Senate to bring down the standard of our ships to the level of the Provinces, so as to secure free trade in ships. Mr. Everett did not consent to this. Another claim canvassed but not acted upon between the negotiators, was that of the Hudson's Bay Company, for the surrender of their alleged possessory rights in Oregon, under the treaty of 1813. The value of these interests which are yet held by the Company was estimated at \$1,000,000.

We should be sorry to see our ship building transferred to New Brunswick, but there is no doubt that by the law of free trade, it could be, if it can be carried on cheaper there than here. "Buy where you can buy the cheapest," is the great maxim of free trade. We can buy our ships cheaper in New Brunswick than we can buy them here of our own builders.—*Providence Journal*.

Destruction of Game.—The Bangor Whig complains that sportsmen are destroying the moose and deer in the Eastern part of Maine in immense numbers, five thousand having been sold in that city alone the past year. The settlers are taking means to procure an act of the legislature to prevent their being killed between January 1 and September 1.

Important from Mexico.—By the arrival of the steamship *Yacht* we have highly important intelligence from the Rio Grande. Metanoras pronounced in favor of the revolution, when the citizens rose and a battle ensued which results in the complete success of the insurgents.

General Avallas resigned the command of the troops on the 1st inst. in favor of Col. Bove who will take the command until the arrival of Col. Cruz from Camargo. The whole State of Tamaulipas has now declared in favor of the revolution.

We have dates from the City of Mexico to the 15th. The new President Cevallos had been invested by the Congress with extraordinary powers, which were denied to Arista. Cevallos immediately released a large number of prisoners imprisoned by Arista for political offences.

Later from Havana.—By the arrival of the steamship *Empire* City, from New York via Havana, we have two days later advices from that port.

The great fire at Cardenas lasted three days, and was more destructive than a first reported.

The news from the other parts of the Island is unimportant.

Mr. Howe's Railway Bill carried.—The debate was closed last Thursday at half past 5 o'clock, there being a majority of two in favour of the second reading, and of course a virtually amount to a final settlement of the question in the House.—*Morning News*.

The Steamer Niagara has arrived at New York, with Liverpool dates to the 29th ult. There is but little English news worth reporting. A rumour prevails that Mr. Gladstone is about to give up the Chancellorship of the Exchequer, and that he will be succeeded by Sir Francis Baring.

The weather continued favourable for farming operations, consequently flour and wheat were rather lower, and dull of sale. Cotton had advanced 1 penny.

In Burmah, one British garrison had been invested, and were only relieved after a desperate battle.

The *Quebec Gazette* says:—The irregular manner in which the British Mail has been carried between Kingston and Toronto and Boston and New York, has, we are informed been the subject of correspondence for some time past between the Post Office Department here and the authorities in the United States. The remedy for this state of things was evidently the employment of conductors, but delay in appointing these officers has arisen in consequence of an unwillingness on the part of the American Department to consider that greater precautions to ensure regularity for our Mails than they afforded to their own.—We have great pleasure, however, now in learning, that although the Postmaster General of the United States has declined hearing any share in the expense of conductors, he has given the necessary authority for their free conveyance, and they will therefore be placed on the route forthwith.

We trust ere long that there will be no necessity for transporting British Mails over United States territory: at all events we, in this quarter, are using our best exertions to push forward the works on the St. Andrews & Quebec Railroad, a line running through British territory, and which will be the most direct as well as the shortest route for the Mails. In the sister Province of Nova Scotia they are up and doing in Railway matters, and in the course of a year or two there will be a line from Halifax to Victoria Beach, and in all probability steamers plying direct from thence to St. Andrews. All that is now required to make the chain complete is to "hurry up the work" on the Canadian portion of the line from Quebec to the boundary of New Brunswick. Our friends in Canada will then have no cause of complaint for the irregularity with which the conveyance of the English Mails to that Province is attended.

We copy the following extract from an editorial article in the *Courier* of the 12th inst.:—

The Railway remarks made from time to time by the two newspapers in St. Andrews, are generally not of a character to entitle them to much notice.

Indeed!—Well, what next will we have from this high authority on Railway affairs? Such remarks come with a very bad grace from the *Courier*, whose opposition to the St. Andrews & Quebec Railroad from first to last is well known, but not felt, in this County. Notwithstanding "the vigorous measures" to push forward his favorite railroad, so eloquently set forth in the *Courier* for the last two years—up to the present moment, not even a spade full of earth has been removed. Why did the *Courier* in a New Year's leader, in which railroads occupied a prominent place, take the most sedulous care, and employ the most cautious means, not even to touch a chord that would awaken in the mind the least recollection that the St. Andrews & Quebec line was ever spoken of, or to inform the people that it was at that very day in actual process of formation! That such illiberal feelings still actuate that paper is palpable, from the fact that little or no notice is taken of the progress of the work. No wonder then that this model print still wishes to keep our railroad in the back ground, and that its erudite editor supposes "the railway remarks made from time to time by the two St. Andrews papers, are generally not of a character to entitle them to notice."

In reply to his query with respect to the standing orders of the British House of Commons, "that no railway can be constructed in England with less radius of curve than half a mile"—we can only say, that in few instances have these orders been observed; the contractors having refused in many cases to be bound by them, and the people being resolved to have railways to suit them.

With respect to the *Courier's* insinuation, that "criticism on some of his recent statements seems to be the work of some person conversant with the subject," we leave him to the tender mercies of the "Gazette," in which the article appeared.

THE STANDARD.

WEDNESDAY, FEB. 16, 1853.

Latest from England.

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Our thanks are due to Geo. S. Grimmer, Esq., Secretary of the St. Croix Agricultural Society, for a copy of their annual Report, in pamphlet form. We have perused it with pleasure. May the efforts of the Society to use the concluding words of the Report, be crowned with—"the rich rewards of honest toil and grateful praise."

CHILD BURNED TO DEATH.—We are informed that a child of Mr. Hugh Kennedy, in the Grinnock Settlement, was burnt to death on Tuesday.

We have read the Hon. Edward Everett's letter which was laid before Congress on the 8th inst. The Provinces never will take any action on the question of the Fisheries, except that of resistance, if such a Bill is passed by Congress as proposed by Mr. Everett.

We have waded through the voluminous speeches on Railways, in the Nova Scotia Legislature. The Hon. Mr. Howe has maintained his position throughout against the combined talent of the opposition. The Government Railway Bills, have passed a second reading by a majority of two, and no doubt exists that the Council will concur in the scheme. Mr. Howe's reply to Mr. Johnson where he referred to the certificates of Messrs. Sykes & Co. and said "they principally refer to the ability and skill of those men," was as follows:—

Now whatever may be the prevailing opinion in Nova Scotia, in the Mother Country the man who has been practically bred to a business is assumed to have the best description of capital with which that business can be carried on; and I do not hesitate to assert that the capitalists of England would sooner risk their funds with those who are possessed of practical skill and knowledge than in the hands of a man however elevated in public position or private life not possessing the experience and knowledge to deal with it wisely.

THE WEATHER continues mild for the season. On Sunday last snow fell during the afternoon and night, making good sleighing, and enabling the teams in the woods which had been idle for some weeks, to commence work.

We are requested to announce that the formal opening of the Suspension Bridge across the Falls, by a public procession from the City, has been deferred for the present. It appears that at the close of last week a request was made to the Directors of the Mechanics' Institute to take charge of a procession with this object. The request was promptly acceded to by the Board, and an active Committee appointed, who immediately issued circulars to the various Societies and public bodies in the City and the neighbouring Parish of Portland, inviting them to join in it, and, in the meantime, to send delegates to a general meeting to complete the necessary preliminary arrangements. This meeting accordingly took place last evening, when the following resolution passed unanimously:—

Resolved.—That this meeting warmly approves of the design of opening the Suspension Bridge across the Falls by a public procession; but that owing to the inclemency of the season, and to the uncertainty of the weather, it is inexpedient to undertake it at present.—[*St. John Pap.*]

RAILWAYS IN NOVA SCOTIA.—The protracted debate on the Hon. Mr. Howe's Railway Resolutions in the Nova Scotia Legislature, has at length been brought to a close, and the House has sustained the principle enunciated by the Government, by a majority of two, the vote being 27 in favor, and 25 against. There is no doubt that the Council will concur in this scheme, and that Nova Scotia will soon take a start in Railway enterprise. Several of the members from the western portion of the Province are opposed to all Railroads, and their vote, combined with that of the opponents of the Government, it was feared at one time, would jeopardize the measure. In that case, a dissolution of the Assembly would inevitably have taken place. The measure has, however, been carried, and although the majority in its favor has been small, still, considering the ulterior motives of its enemies, and their unscrupulous efforts to defeat it, the result must be hailed with satisfaction by every well-wisher to these growing Colonies. [New Brunswick.]

ANOTHER DEATH FROM BURNING.—On Wednesday evening last, an aged colored woman named Amelia Heath, well known as old "Milley," who resided in St. George's street, was burned so shockingly by her clothes taking fire, that she expired in a few hours after. She was 55 years of age, and lived alone.—(1b.)

A CENTENARIAN.—Mrs. Mary Lowmy died near Sydney, C. B., on the 25th ult., aged 100 years and 11 months. She was born in the United States, but came with her father to Louisburg, C. B., shortly after the American war, where she resided for many years. Her father had been present at the taking of that city, and was at the time a sergeant in the British army.—[*Pictorial Chronicle*.]

PENSIONS TO EX-MINISTERS.

£500 a year to a Cabinet Minister of this province is far too high. It is a minister if at all liberal, or even a pensioner on a minister. His position, he becomes helplessly in debt and clings to office like 'grim death.' A minister should have twice as much as he now has, or the English practice of pensioning a minister on retirement ought to be followed here.

A high spirited minister in this province might resign with the certainty of obtaining half the salary of the office which he vacates; but with nothing to return to, save a pension, the practice of which he has in a great measure given up and which will not come back to him, it is not wonderful that ministers shuffle about in any manner to retain place.—[*Quebec Morning Chronicle*.]

P. E. Island last year passed a Bill, which has been confirmed by the Queen, by which a system of free education to every child in the Island, is provided. Here is an example worthy of imitation.

The following, which is one among a number of Resolutions introduced in the House of Assembly of Nova Scotia, by Mr. Wilkins, will show that we are not alone either in New Brunswick or Nova Scotia in what we conceive to be a proper regard for the value of our Provincial Fisheries, apart altogether from the question of Free Trade.—*Reporter*.

"That while we can anticipate decided advantages to ensue from reciprocal free trade with our neighbours of the United States, and are prepared to meet them in a spirit of liberality, and on fair and equal terms, as is abundantly manifest from our admission of the manufactures of the republic, comparatively free of duty, at a time when our productions have been vigorously excluded from their markets by a highly protective tariff, we are equally repugnant to the idea, that they have a right to demand, or that we can reasonably be expected to concede, any participation in our Fisheries, as a consideration for commercial reciprocity."

A ragged urchin, after having his basket filled with cold waffles at the American House, a few days ago was asked if his parents were living. "Only dad, marm," said the boy. Then you've enough in your basket now to feed the family for some time, said the lady. Oh no, I haven't neither, said the lad, for dad and marm keeps five headsteds; he does the housework and I do the market.—*Mail*.

MARRIAGES.—At Halifax, on Wednesday morning, 21 inst. at St. Luke's Church, by the Ven. Archdeacon Willis, assisted by the Rev. Wm. Bullock, Douglas Clarke, Esq., Deputy Asst. Commissary General, to Helen A. third daughter of James G. A. Creighton, Esq.

DEATHS.—At Campbellton, on the 4th inst. Mr. Sullivan, under, aged 27 years.

At Indian Island, on the 4th inst., suddenly, Mr. James Chaffley, aged 75 years.—Mr. Chaffley was for many years in Mercantile life, and always much interested in the moral and religious welfare of the community in which he lived. He was deservedly esteemed as a Christian, a good neighbour and honest man. He leaves a wife and large family strongly attached to him, to mourn an irreparable loss.

On Sunday evening, of consumption, in the 24th year of her age, Ann, second daughter of Mr. Michael Hickey.

SHIPPING JOURNAL.—ARRIVED.—Feb. 13th.—*Sch. DeFrance*, Clark, St. John, O'Neill, pork and beef.
Packet *Spray*, Gibson, St. John.—merchandise.
Feb. 16th.—*Sch. Spray*, Dalton, Eastport—Flour.—J. W. Street.
CLEARED.—15th.—Packet *Crown*, Lord, St. John.

SHERIFFS SALE.—To be Sold at Public Auction on Saturday the 10th day of September next, at twelve o'clock, at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand of JAMES HATT, of and to the following Property, viz:—

All that certain piece, or parcel of land, situated on the Western side of L'Evang river, being lots numbers 6 and 7 granted to Francis Hatt, in the second division of the grant to Neal McNeill and associates, fronting on L'Evang river, bounded north-easterly by lot No. 5 in the above said grant, north-westerly by the rear line of the said second division, and south-westerly by the lot No. 5, lately granted to Archibald McVicar, and containing in both lots 216 acres, with ten per cent. allowance.

The same having been seized and taken to satisfy an Exec. ion issued out of the Supreme Court, at the suit of Samuel G. Andrews, endorsed to levy £30 5s 11d and interest thereon from the 8th day of February, 1842, till paid, and also £5 11s costs, 8s for memorial and postage, besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte.
Sheriff's Office, St. Andrews,
Feb. 14th, 1853.

FLOUR ON CONSIGNMENT.—E 150 Bb's. Canada Superior FLOUR—Will be sold low from the wharf.
J. W. STREET.
Feb. 14, 1853.

PUL

ENTIRE A part of the business of the firm of Messrs. T. J. & Co. has been transferred to the firm of Messrs. T. J. & Co. and the business will be conducted by them.

ST. STEPHEN N. B.—All persons who have been in the above named place, are requested to call on the undersigned, as they will be able to give them the best advice.

TWO HOUSES A House and Water, situated in the town of St. John, and occupied by Mr. A. H. He is now nearly ready for occupation. Apply to the undersigned.

Feb. 7, 1853.—The following, which is one among a number of Resolutions introduced in the House of Assembly of Nova Scotia, by Mr. Wilkins, will show that we are not alone either in New Brunswick or Nova Scotia in what we conceive to be a proper regard for the value of our Provincial Fisheries, apart altogether from the question of Free Trade.—*Reporter*.

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TRESPASS NOTICE.—The undersigned, being the owner of the land on which the above named building stands, and being entitled to the same, he hereby gives notice to all persons who are trespassing on the same, to desist from doing so, and to remove the same, or he will be compelled to do so by law.

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