

SUMMARY OF NEWS.

NEW-YORK, Oct. 28. Purchase of Spain's title to the Lobos Islands.

The Washington correspondent of the Express says: "It has been accidentally transpired within a day or two that the gentlemen concerned in Guano speculation have despatched an agent to negotiate through the American Minister, with the Spanish Government, for a lease or purchase of the Lobos Islands. This is said to have been done by the advice of eminent counsel, who are of opinion that if any nation owns these islands, it is the Spanish nation, who discovered and named them, and from whom alone Peru claims to have derived her title to them."

Interruption of the Telegraph.—The New York Courier says, that the wires of the Eastern Telegraph near Portland, and of House's Telegraph near Boston, were cut at about 9 o'clock on Tuesday night, with the evident intention of cutting off the anticipated despatch of news from Halifax.

The British mail steamer Petrol, from New York 8th inst. arrived at Bermuda on the morning of the 12th, and would sail on the same day for St. Thomas.

The United States steamship Crescent City, Lieut. Schenck commander, sailed yesterday afternoon for Havana and New Orleans, with 95 cabin and 59 steerage passengers.

The scaffolding on the new Catholic Church in Lancaster, Pa. gave way on the 26th, while the masons were placing a large stone sill on the wall, precipitating four to the ground—two of whom are not expected to survive, and the others are seriously injured.

Sch. Cora Ann Captain Lindsey, from Newbury for New York, put into Norfolk on the 26th, to sell a slave belonging to Judge Jancy, who was found stowed away in the fore-cabin.

Extraordinary Railway Accident.—Galignani relates an extraordinary circumstance which occurred a few days ago on the Northern Railway at Montataire, near Creil. A carter arrived with a vehicle containing an enormous block of stone, weighing not less than six tons, drawn by three horses, and asked if he would have time to cross the line before the arrival of a train. The wife of the keeper of the crossing answered in the affirmative, and he went on to the line; but there being a sort of ascent, his horses were not able to drag the vehicle the whole way across. While they were still endeavouring to get across, a train was heard approaching. The carter, fearing a shock, cut the traces of the two leading horses, and removed them out of danger. The keeper's wife ran towards the train, and made signs to the train to stop. It was an express train, drawn by one of Cramp's powerful locomotives, and was proceeding at a fearful rate. The driver reversed his steam, and made a signal to have the brakes put on; but seeing at the same moment that it was impossible to stop in time, he, with admirable sang froid, put on all the power of the locomotive, and drove right into the cart. The tremendous force of the shock shivered, as he hoped, the block of stone into a thousand pieces, without throwing the locomotive off the line, or causing any perceptible derangement of the train. He was able to proceed to the station at Creil, where he found that his locomotive was a good deal damaged.

The late Hon. Daniel Webster.—A general cry has been raised in the United States over the death of this illustrious man, and the newspapers come to us clad in mourning for his loss, and filled with eulogiums on his name and fame. Meetings have been held in Boston and elsewhere for the purpose of taking measures to testify their respect for his memory, and business had been in a great measure suspended. The funeral was appointed to take place at 12 o'clock on Friday from his late residence in Marshfield.

Mr. Webster was born on the 18th of January, 1782, and was consequently in his 71st year.

Rescue from a Watery Grave.—Yesterday afternoon quite an exciting scene occurred on Long wharf, just as the ship Shirley, Captain Nicholas T. Snell, was casting off her lines to take her departure for Australia. Among the passengers on board was a man who did not intend going, and who was starting, perceiving that the vessel was starting, he attempted to get on shore, but made a misstep and fell into the water, where he struggled and succeeded in keeping his head above water for some time, till at length some person threw a rope to him, with a slip noose on it, and succeeded in dragging him, by adjusting the slip noose around his body, and drawing him safely upon terra firma.—*Boston Traveller.*

Mystery.—A writer from Paris-Bug, Giles County, Va. says: "At a distance of three miles from this place, where some workmen were blasting rock, having made an excavation of ten or twelve feet the earth gave way, and all were plunged into a large cavern, apparently dug out. At the further extremity of the room, a human skeleton was found in a leaning posture, reclining, as it seemed, against the side of the cavern, and seated on something resembling a chest. No clue, as yet is known to get at the history of the human relic."—*Ellenville Journal.*

Verdict Against Railroads.—The case of Douglas against the Buffalo and Rochester Railroad Co., for damages for injuries received by the plaintiff by the upsetting of his buggy in consequence of the horses being frightened by a passing train, was tried at Batavia last week. It was proved that the whistle giving notice of the approach of the cars, was not sounded. Verdict for the plaintiff of \$1,813 damages.

In the case of James Hegeiman vs. the Western Railroad Corporation, was tried at Troy, a day or two ago, and \$9,000 damages awarded. Mr. H. is a cripple for life, and since the accident, some two years, has been subject to great bodily suffering.

Fire.—On Wednesday evening, about 9 o'clock, an alarm of fire was given, which proved to be on board the schooner "Lynfield," lying at the South Market Wharf. It appears that the cook, before leaving the vessel stuffed an old shirt in the stove pipe for the purpose of extinguishing the fire in the stove, but which, as a matter of course, ignited, causing, however no further damage than the consuming of the galley.—*(Morning Times.)*

Learn from the Temperance.—Telegraph that the Grand Division of the Sons of Temperance held its Annual session on Monday evening. The following gentlemen were elected to office:—Thomas W. Biss, G. W. P.; Robert Siler, G. W. A.; W. H. A. Keas, G. S.; James Galloway, Jr., G. T.; Rev. Samuel Robinson, Grand Chaplain; S. D. McPherson, G. C.; J. F. Gordon, G. S.

Important from Canada.—We are informed by a telegraph despatch, received last evening, (29th) that on Thursday night, the hon. Mr. Hincks carried his Resolutions through the Canadian Legislature for the construction of a Railway by the northern route, which is to meet the line to be constructed by this Province to Miramichi, and connect with the Nova Scotia boundary. Mr. Hincks Resolutions secure the construction of the line to the Trois Pistoles, and it is asserted that the Imperial Government will construct that portion of the line between that place and Miramichi, which is the least thickly settled, and consequently the less likely to pay. The departure of the hon. Mr. Howe in the last steamer for England, it is said, has reference to the line through Nova Scotia. We congratulate our friends at the North on the prospect thus opening of a speedy realization of their ardent hopes.—*[New Brunswick.]*

[From the Fredericton Reporter.]
The great Railway Session is ended, and the great Railroad question is decided in the affirmative by a vote of the whole to 7 in the House, and of the whole to 2 in the Council.

Whether this important measure shall result in good or in evil, time alone will determine. We have felt it a duty, and a most unpleasant one too, to give it our opinion, not that we are averse to the principle of no king Railroads, even in this new country, but because we believed the people of St. John in designing the construction of a Railroad to the American frontier instead of making it in the direction of Canada, had completely and irreversibly lost their way both in reference to themselves, the Province, and the whole of these British Colonies; but the die is now cast, and as it is not our wont to prolong an opposition for its own sake, we shall in future endeavour to direct into a quiet acquiescence, rather than agitate the public opinion.

During the course of the debate in the House of Assembly, it pleased us much to find that few allusions were made to the subject of Loyalty. It was right that silence should be maintained on such a tender and delicate subject. Messrs. Johnson and Smith were the only persons who thought it necessary to allude to their Loyalty; but the latter took special care to inform his audience that he did not value his loyalty so high as to put it in comparison with a Railway to the United States.

It is our firm conviction that as far as the Government and likewise the Company are concerned they mean to carry on the work which is now entailed upon us, with perfect good faith to the Province. With Mr. English in one of his speeches we may safely say that which we have often said already, namely that we have more faith in the government than we have in the opposition; nor is our good opinion of the opposition one which is increased by the knowledge that they have taken "one jump more" to join hands with the Government which they affected not long since to abhor and despise for their dishonesty. In the present instance we suppose the Government, whatever might be the secret opinion of its particular members, thought it necessary to yield to the wishes of the people; and the people at present issued their mandates solely from St. John. In giving his support to the Bill, Mr. Johnson of Miramichi said boldly enough that his hostility to the Government was not one which was abated, but he had supported this measure solely because it was a good one. It were just as well if he had pursued the same course on former occasions, when his opposition was well known to be so factious that he opposed every thing. Mr. Johnson is a clever man, and would not make a bad ally, or Solicitor General; but we opine that his prospect for either office is now more remote than ever, and that his future opposition will only go for its current value in New Brunswick—the mere scramble for an office which his own action has rendered unobtainable.

One reflection more forces itself upon us in connection with this subject. The hon. Mr. Chandler had all manner of evil and absurdity imputed to him for his apathy in England, while in reality he was effecting the very arrangement which now so well suits the persons who then abused him; but Mr. Hincks was then lauded to the skies, has, at the present moment an overpowering amount of censure to contend with, and that from the party by whom he was then almost deified.

William Jackson, Esq., M. P., and the Hon. Joseph Howe, of Nova Scotia, went passengers in the steamship America, which left Halifax yesterday morning, for Liverpool.

RAILWAY FROM HALIFAX TO WINDSOR.
We have been favoured with information (received by telegraph) that a provisional contract, subject to the approval of the Legislature, has been entered into between the Government of Nova Scotia and Messrs. Sykes & Co. of England, (the contractors for the St. Andrews and Woodstock Railway) for the construction of a Railway from Halifax to Windsor, at £4,500 sterling per mile.

We have not learned the character of the road or rolling stock, upon which the price of the Railway altogether depends; but it is stated to be part of the contract, that Messrs. Sykes & Co. are to have a lease of the road for nine years after its construction; the first three years at a rental of 2 per cent. on its cost—the second three years at 4 per cent.—and the last three years at 6 per cent. The road is to be built as a Government work, and paid for in Provincial debentures, bearing interest at 6 per cent.

It is very likely the contract for this Railway has been taken at a low rate, in consideration of the subsequent lease for a long term, at a small per centage, on its cost.—*[New Brunswick.]*

THE STANDARD.
WEDNESDAY, NOV. 3, 1852.

The Court of Oyer and Terminer and General Jail Delivery, was opened here yesterday, (Tuesday) His Honor Mr. Justice Wilnot presiding. His Honor's Charge to the Grand Jury was eloquent and impressive, and of great value to the public. The Grand Jury was composed of 17 civil juries and two criminal entered for trial.

EUROPEAN & NORTH AMERICAN RAILWAY.—The Legislature of the Province, composed as it is of the People's Representatives, who, according to Responsible Government, express their well understood wishes, having by a triumphal majority, passed the Railway Bills, we deem it our duty, as a public Journalist, to give our hearty assent to the result of their deliberations. We are aware that there are some, who, from a narrow minded and selfish policy, condemn the Legislature, and broadly assert that the line will not pay even working expenses, as there is no trade to sustain it—that the Province will not be able to pay the interest of its liabilities, and that the contract for the construction of the road is too high. The first objection has been so repeatedly answered, and shown to be incorrect, that it is unnecessary to further notice of it. With respect to the second, we believe it to be unfounded as the first, as from the fact that immense sums of imported capital must be expended on the work, it will of necessity give employment to a great number of men who would emigrate to this Province, and the increased consumption and importations—swell the revenue to an extent much beyond what it has ever been. In reply to the third objection, it should be borne in mind, that the road is to be a permanent one, built in the most approved and substantial manner, with stone bridges and culverts, and heavy iron rails—in fact equal to any English road. It is very natural then, that the people of St. John should rejoice that the object of their wishes is now about to be realized, and that the work will be commenced at an early day. We congratulate them on the success, which has at length crowned their efforts, and are pleased to know, that the Representatives from Charlotte supported with their influence and votes this great measure, as we predicted they would previously to the meeting of the Legislature.

DELINQUENTS.—On our list of Subscribers, there are some who have not paid us for three years, and others who have never paid, notwithstanding we have called upon them year after year. This is not honest to us, nor justice to our paying subscribers. We therefore notify these delinquents, that unless they pay their subscriptions, or make some other satisfactory arrangement, their accounts will be put in suit on the 1st of December next. We have issued the STANDARD punctually every week, mailed it to our subscribers, and waited patiently for payment; but in many cases we have been disappointed. Let those who know these remarks apply to them, take notice and save themselves expense, as we will not be put off any longer.

To those who have paid regularly, we return our thanks.

INITIATION OF GEORGE WASHINGTON.—The masonic fraternity are to celebrate the centennial anniversary of the admission of Washington to the order, on Thursday, Nov. 4, by

addresses, dinner and ball, at Faneuil Hall. It is intended to make the occasion a rare one.

We notice that the celebration above alluded to, has been postponed until a future day in deference to the peculiar state of the public feeling, arising from the death of Mr. Webster.

We notice from the debates of the Legislative Council, published in the Reporter, that on Monday the 25th ult., the Hon. Col. Hatch introduced the subject of the Fisheries, and after an animated speech, in which he alluded to the depredations committed by the Americans, and the advantages which would result to our own fishermen in getting the exclusive control of the Bay Fisheries, he said he was in favour of encouraging our own people by giving them bounties; as he held it the chief principle in trade to protect ourselves.

[The Council agreed to Col. Hatch's motion for a committee to join one from the House of Assembly, in drafting a loyal and dutiful address to the Queen, thanking her Majesty for the present guardianship of our rights in connection with the fisheries.]

THE FISHERIES.
On motion of Mr. Needham, the following Minute of Council, was laid before the House of Assembly on Monday last. It is a plain, manly, straight-forward document, and furnishes conclusive evidence that the interests of our Fishermen are in safe hands. The Minute was forwarded to the Colonial Secretary, very soon after it was adopted, whose mind will thereby be deeply impressed with the value which New Brunswick attaches to the rights secured to them by the Convention of 1818.

The Executive Council of New Brunswick deem it their duty to impress upon Her Majesty's Government, their most earnest wish, that no deviation should be made from the principles laid down in the Treaty of 1818 with the Government of the United States on the subject of the Fisheries. But, on the contrary, that the rights of British subjects—according to the proper construction of that treaty—should be rigidly enforced.

The people of British North America, now numbering 24 millions, are peculiarly and deeply interested in the preservation of their rights, and would consider the surrender of the privileges they now enjoy as such an abandonment of their interests, as could not fail to excite well justified discontent. It will be admitted, the Council hope, by Her Majesty's Government, that the Governments of these Colonies are fully conversant with the great value the inhabitants attach to this important subject, and the Council humbly trust that in any negotiations which may hereafter take place between Her Majesty's Government and that of the United States, His Excellency the Governor General and the Lieutenant Governors of the respective Provinces be consulted with reference to such negotiations.

In the commercial transactions between the British Provinces and the United States, the latter possess a decided advantage. Their goods are suffered to be imported upon the same terms as those charged on British merchandise, and New Brunswick has been prevented by Imperial authority, contrary however to the wishes and feelings entertained by the Legislature, from imposing discriminating duties. While the goods of the United States are here admitted at a duty of 84 per cent. ad valorem, our productions—as well raw as manufactured—pay there an average duty of 25 to 30 per cent.

Her ships cannot be sold in the American market and obtain registers. Theirs can come in and be sold, transferred, and re-register in British registers, as if built in British dominions. American steamers, thus conveyed, are now plying on the river St. John with British registers.

What our people want are equal rights and commercial freedom, and they would then not fear competition.

ASSENT TO THE RAILWAY BILLS.
On Thursday, the Railway Bills passed the Legislative Council without any serious opposition, all the members voting for it but two—Messrs. Gilbert and Connell. Both these gentlemen spoke against the measure, and predicted that it would prove injurious rather than beneficial to the country; but their speeches had little effect upon the Council.

SPEECH.
Mr. President, and Hon. Gentlemen of the Legislative Council; Mr. Speaker, and Gentlemen of the House of Assembly:

I rejoice to find that it has been possible to sanction the scheme for the construction of the European and North American Railway. The readiness with which you have met and entered on this business, and the attention which you have given, deserve my warmest acknowledgments.

Mr. Speaker, and Gentlemen of the House of Assembly:

The measures to which I have just assented imply some confidence in the Executive Government. I thank you for that confidence, and I desire to assure that the funds that you have placed at my disposal shall be expended economically, and the powers which you have entrusted to me shall be cautiously exercised.

Mr. President, and Hon. Gentlemen of the Legislative Council; Mr. Speaker, and Gentlemen of the House of Assembly:

We may hope that a new impulse will be given to your progress by the Acts just passed. For my own part, I believe that the completion of this Railroad will benefit not only those whose homes it passes, but that

most remote settler and the poorest labourer will perceive a fresh element of enterprise and prosperity at work amongst us.

I have only to repeat my thanks for the assistance you have given me, and to relieve you from your labours for the present.

The special session which has just closed has been a short but an important one for New Brunswick. We learn by telegraph that the greatest good feeling prevailed at the prorogation, and that the members have returned to their homes well satisfied with the result of their deliberations.

COMMUNICATION.
Mr. Editor,
When in St. John, the other day, I bought a Temperance Almanac: the astronomical calculations in which are entirely new, and furnished by Mr. William Mills, a teacher of navigation. As I see no notice of it here, perhaps you will insert these lines for the benefit of your readers.

MARRIAGES.
On the 20th instant, by the Rev. I. W. D. Gray, D. D., Mr. Michael Kennedy, of the Parish of Hampton, to Miss Ann Fawcett, of the same place.

On the 28th ult., by the Rev. William Donald, A. M., Mr. John McRae, to Miss Mary Robson, both of St. John.

On the 28th ult., by the Rev. Mr. Ferrie, A. M., Mr. Archibald Jackson, of Lunenburg, to Miss Elizabeth Wallace, of St. John.

DEATHS.
At St. John, on the 25th instant, aged 88 years, Jane, widow of the late Robert Parker, Esq., Comptroller of H. M. Customs in this Province.

At Fredericton, on Thursday morning, the 21st inst., Anna Maria, relict of the late Peter Fraser, Esq., aged 71 years.

At same place, on Saturday, the 23d, Mr. Thos. H. Cripps, aged 32 years.

On the 7th and 8th of Sept. last, Mr. Abner Polleys aged 65 years and Mrs. Jane Polleys his wife aged 55 years; they died within thirteen hours of each other. Mr. P. was a native of Nova Scotia, and left St. John in N. S. in July last with his family for Wisconsin.

NOTICE.
WHEREAS Licence, to sell all the Real Estate of Nevin Thompson, late of Saint George in the County of Charlotte, yeoman, deceased, was, on the 25th day of September last past, duly granted by the Court of Probate for the said County, to me, the undersigned Administrator of all and singular the goods, chattels and credits of the said Nevin Thompson, for the purpose of paying his debts:

And Whereas, the real estate of which the said Nevin Thompson died seized, consists of the undivided moiety or half part of lot number Two, in the grant to Alexander M. Vicar and others, in Murcarene, in the said Parish of Saint George, and which descended to him the said Nevin Thompson as heir at law of his father the late Ebenezer Thompson, an Act which said lot is bounded as follows: On the West by land granted to Nevin M. Vicar; on the East by land owned by John M. Vicar; Northernly by land owned by John M. Vicar; and Southernly by the Campbell grant, (so called), and is the same lot heretofore conveyed to the said Ebenezer Thompson, by Alexander McVicar.

NOTICE therefore is hereby Given, that I the undersigned, as Administrator as aforesaid, shall proceed to sell the above described Real Estate, under and by virtue of the said licence by Public Auction, on Tuesday the 7th day of December next, at 12 o'clock, noon, at the Homestead, on the Premises.

Dated St. George, 25th October, 1852.
JOHN McNICHOL,
Administrator.

Flour, Sugar, &c.
Novem'r 2d, 1852.

TO arrive, per DEFIANCE from BOE-TON:

14 Hhds. Muscovado Sugars,
100 Hhds. Canada Superfine "Fancy" Flour.

5 Cr Casks Sherry Wine,
5 Do. Burgundy Port,
10 Bundles Printing Paper,
5 Pouchons Alcohol, 85 pr. c. O. P.

Ex "Daunt" from Liverpool, via St. John.
1 Hhd fine "Old" Jamaica Rum.
Ex Schooners "Favorite" and "Spray" from Saint John.

15 Hhds. Prime retailing Molasses.
J. W. STREET.

FALL & WINTER GOODS.
The Subscriber has received a great assortment of NEW and FASHIONABLE GOODS, suitable for the season, among which are COBURGS and DELAINES of all shades and colours.

LONG and SQUARE SHAWLS, of the latest styles,
Pilot, Beaver, and Broad CLOTHS, Cassimeres, and Doeskins,
BLANKETS, FLANNELS, and Woollen Goods of all kinds,
Warps, Cottons, Tickings, Gloves, Hosiery, Ribbons, &c. &c.

Together with:
A lot of BOOKS & STATIONERY;
All of which will be sold
At a very low price for cash.

Also,
A good assortment of GROCERIES &c.
JOHN LOCHARY.
St. Andrews, Oct. 27, 1852.

STEAMER CAPT.
WILLIAMS, and for Eastport, St. John, and for conveyance of passengers upon the Nequasset.

VETERINARY.
MARI A. CUMI, Member of the Surgeons of Londonburgh College, begs of Horses and other and New Brunswick commenced the practice of Saint John, City of Saint John, and of those who may be M. A. C. will have VETERINARY MEDICINE compounded upon the most approved plan, by these, made up in all kinds and sizes of a use.

N. B.—Should be made for instruction in Veterinary: Residence, Clifton-street, St. John, Oct. 16.

ART UN.
Gratis!
EVERY Subscriber and Works presented with a fine Steel Engraving. The Descent from painting by E. Our Saviour's hands. Parting by E. Plumes: cost £2. The Family Doctor. Family Devotions, sing throughout German of St. Esq. Lift of our Lord as Rev. J. F. Foxe. The Complete W. Foxe's Book of M. Kennedy. Bunyan's Pilgrim other select Life written The People's Ser.

The above semi-monthly pamphlets received: St. Andrews, Sep.

A COTTAGE.
Cellar, mile from town, plastered, might suit an Enquire at Oct. 11, 11.

SHEET.
O
JUST received from Li 48 Bbls. 8 12 Boxes 8 Bags 9 35 Bags 8 &c.

St. Andrews. BY JOHN GENEV. Ex "Acme" John J. ONE H. Ports 18 Hhds b. 1 Hhd. fls 1 Hhd. O. Ex "O" 1 Pun. bes St. Andrew Steap THE Subs has pre Steamers C and HEKA dried Pounds a little outla: FAIRY QUE expanded on sum will put would make City and En outside, or I being well a would make Also, the ton. This a good Ton These B by Fawcett will be sold If not dis the 25th N Auction. Also for St. John. The high posed to pi Bosta. St. John