

European Intelligence.

COMPLETION OF THE SUBMARINE TELEGRAPH BETWEEN ENGLAND AND IRELAND.—The laying down of the cable to effect this important means of communication between England and Ireland, seventy miles in length, only occupied a little over eighteen hours!

On the morning of the 1st June, at 1 o'clock, the Britannia steamer started from Holyhead with the telegraph cable on board, preceded by Her Majesty's steamer Prospero, a vessel furnished by the Admiralty, as a pilot to the expedition. The steamers proceeded at a slow rate of speed, varying from four to six miles an hour, paying out the wire with the greatest care and precision, as they

traveled from the English coast, and at length, after a passage of little more than 16 hours, and without the occurrence of any contrivance, arrived at Howth Harbour, and the crews of those who had assembled to witness their approach. The moment the Britannia had arrived at her destination, and communicated the fact to Holyhead, that the Irish shore was reached, the final grand test was applied to the telegraph cable, by connecting the wire with one of the ship's loaded guns, and passing the word, "Fire!" to Holyhead. The answer was the immediate discharge of the gun on board the Britannia. The hour was then just half-past 8 o'clock.—The work had been performed in little more than 18 hours! Messages were now rapidly interchanged, and a salute of the Britannia's guns fired from Holyhead. A letter had arrived in Dublin, directed to gentlemen who had left for Holyhead by the mid-day steamer, and whose presence was immediately required in London. A message was sent to seek him out. Within half an hour he was discovered, and he responded, "I am here."

You are wanted in London. I shall start by the next train. Another hour and the cable was ashore, the connexion completed with the land wires, and the indicators at the Dublin terminus of the Drogheda Railway, in Annes-street, were conversing with those at the terminus of the Chester and Holyhead Railway, in Holyhead.

EMIGRATION FROM IRELAND TO AUSTRALIA.—The Cork Constitution of 1st June says:—Through the flow of emigrants to America has long been steadily augmenting, Australian emigration is increasing in still greater ratio, and includes classes not only respectable but those who were once among the distinguished students in the universities, barristers and other professions, and gentlemen of ancient and noble families among the classes who select this portion of the globe as an asylum. With respect to the "drain" of the legal profession, it is thought probable that before many terms roll over, it will be found that the Dublin law courts will have contributed their full quota to the Irish emigration contingent.

The Mayor of Limerick having stated to the Colonial Land and Emigration Commissioners that a number of poor persons, of both sexes, had brought into that City, with the view of being sent to Australia, requested that a vessel might be sent by the Board to take them off.—The Secretary to the Board replies, under date of 25th May, that Ireland is still considerable in advance of her share of emigration to Australia, at the expense of Colonial funds; but being unwilling to exclude Irish emigrants until the English breed is made up, will for the present confine their selections to female domestics of good character, and married agricultural labourers and shepherds, whose families consist of at least two-thirds females. There is a very great scarcity of females in Australia, and the Commissioners are desirous of encouraging the emigration of that sex by granting them free passages.

Church Extension.—The Wesleyan Methodists held their annual Conference in this city, during the past week. On last Sabbath the beautiful new Chapel recently erected on the site of the Old Wesleyan Cemetery; south end, was "dedicated" with the customary observances and services. The sermon preached by the Rev. Dr. Richey, on the interesting occasion is highly spoken of as a model of Pulpit oratory.—Halifax Nova Scotia.

THE EFFECTS OF LIGHTNING.—By our exchanges we see that the lightning has been doing considerable damage in various places. The Customers' Journal says:—The lightning struck the dwelling house of Mr. Oliver D. Smith on the Houston dock, doing considerable damage. The fluid passed down one of the chimneys, which it tore into pieces, it also tore up the hearth and floor, and split one chair into shreds scattering the fragments in all directions, a piece of stove pipe was melted, and every room in the house filled with smoke, but none of the inmates were injured. We also learn that nine or ten of the telegraph poles on the Quebec line were destroyed, leaving the wire for some distance on the ground.

The Miramichi Gleaner gives the following account of what occurred in Chatham:—The electric fluid struck a barn belonging to Mr. George Parker in Chatham, immediately in rear of his dwelling house. It speedily communicated to a large store adjacent, occupied by Mr. Muirhead, which contained a quantity of valuable goods; and so rapid was the progress of the flames, that a very small part of the property it contained was saved. It then communicated to Parker's dwelling, who we are sorry to say also lost a considerable part of his furniture.

Every exertion was then made to prevent the flames spreading to the outbuildings on the upper side, to the stores in front, and to the stone-house occupied by Mr. Kelly, situated

below, with the barns and sheds in the rear, which were in great jeopardy for some length of time. They were providentially saved, notwithstanding a barn in the rear of the house occupied by Mr. Whittin, and a large dwelling on the opposite side of the street, in the possession of Mrs. McGraw, took fire.

We are sorry to hear that there was no insurance on Mr. Parker's property or on the goods in Mr. Muirhead's back buildings, and as the amount consumed was considerable, they must be heavy losers.

GOVERNMENT NOTICE.—His Honor the Administrator of the Government has been pleased to make the following Order in pursuance of the Post Office Act of 1850, viz:—

All Letters transmitted by Post containing or purporting to contain Money, shall be registered at the Post Office receiving the same and a Receipt given therefor, and also a Receipt taken from the party to whom the same may be delivered, on condition of the payment, at the time of posting such Letters, of six pence for each Letter in addition to the Letter Postage chargeable for the same; unless the party requiring the transmission of any such Money Letter decline paying the said sum of six pence for such extra service, in which case, the said Letters shall be transmitted as any other Letters.

J. R. PARTLOW, Secretary's Office 21st June, 1852.

WONDERFUL DISCOVERY.—The Fairmount (Va.) True Virginian says:—We are informed by Col. Haymond and others that a portion of a regularly Macadamized road has been discovered on the opposite side of the river from this place. We have not seen it ourselves, but hear that it extends pretty much along the banks of the river. Its width is about 16 feet, and the track well graded. The bed of stones seems to be about two inches thick, and made precisely after the plan of our Macadamized roads. The discovery was made by the washing away of a hill side, which partially covered the road. When and by what race of people this road was made is unknown at the present day, but it gives evidence of the existence of a population here at some former age of the world, as far advanced in civilization, or at least in the art of road-making, as ourselves. There was found in the bed of the road a stump of the chestnut tree, which was found to be about 160 years old at least, and how much older, our informant could not tell, as the stump was hollow.

RECIPROCITY.—The question of Reciprocity between the United States and Canada, is at length beginning to excite considerable attention in the former country. The Albany State Register, a paper of much ability, writing on the subject, says:—

The question of a treaty of reciprocity in commercial matters, between the United States and Canada, increases in interest and importance every year. It is one of much magnitude, involving important principles.—The rapid advancement of Canada in the development of its resources, and the great increase of its trade, have attracted the attention of the commercial classes in the United States, particularly in those localities whose business relations are intimately connected with those of the Province. Boston, since the completion of her railroads to the St. Lawrence, has become greatly interested in the movement, and putting forth powerful exertions to secure its success. Our Lake Ontario neighbors, particularly at Oswego, are urging the measure with much zeal and energy, and we notice that the Board of Trade of Buffalo has passed a resolution in favor of the treaty of reciprocity. Friendly relations, of business and of social intercourse, have been cultivated between people of the United States and Canada, much more extensively, during the past few years, than formerly.—The railroad connections which have been formed are a strong link in the chain which binds us together, which the completion of the several lines will serve to strengthen.—There is no reason why intercourse, commercially and otherwise, should not be as free and unrestrained with her as between New York and Pennsylvania. Although separated from us by a political conventionality, there is no reason why there should be any quarrel between us; for we have no idea that the amicable relations with the mother country will be again disturbed. Both have too many and too important interests in common—there are too many ties that bind us together to render a rupture easy, or scarcely possible. Why then should we not have a reciprocal trade with Canada? Why may not our free people and her people trade together on a basis so mutually advantageous and profitable to all parties? The political economist, who adheres strictly to the old school, who dwells alone among the things of the past, and does not keep pace with the spirit that prompts the relaxation of commercial intercourse, may object to it as an entering wedge to free trade. Well, why not have free trade with your next door neighbor, particularly if we can make money by it? We expend much treasure and diplomacy to secure favorable commercial treaties with far off countries, even of much less importance in every respect than the Canadas. We stipulate for a mutual exchange of products—admitting many things free of duty. This is done for the benefit of the commercial interests, and the country approves of it. Here we have a nation, as it were, at our doors, with nearly two millions of inhabitants, and with a rapidly increasing population. It abounds in every element which goes to make up a profitable commerce—excess of the products of agriculture and

of the forest, and wanting in the very things which we fabricate, and which it is important that we find a market. And then, our public works will derive a large revenue from the trade that a treaty of reciprocity will cause to come within our borders. Our shippers, &c. will secure additional profits from the business that it will bring them. Why not, then, meet the overtures of the Provincial government in a spirit becoming this age of commercial liberality—why not enter into a compact that shall be mutually beneficial to all parties? The deep interest which is taken in this subject along the frontier, and in the Atlantic cities, will, we trust, cause action to be taken upon it by the general government.

THE STANDARD. WEDNESDAY JUNE 30, 1852.

ST. ANDREWS & QUEBEC RAILROAD.—At the last Meeting of the Executive Council, we understand that Capt. J. J. Robinson, R. N., and President of the Company, and Julius Thompson, Esq., its Manager, were present, to submit the contracts entered into with Messrs. Jas. Sykes & Co. of Sheffield, Eng., for the completion of the Railroad to Woodstock. We learn that the Council were satisfied of the stability of the contractors, and the bona fide arrangements for carrying on the work. The prospects of the Company are now such, that there is a positive certainty of the road being completed to Woodstock, and probably in working order by Decr 1853. This is not taking any great stretch of imagination, as we are satisfied the Messrs. Sykes & Co. have "the means and appliances to boot," to accomplish this great work.

STEAMER EASTERN CITY.—This beautiful Steamship made an excursion from Calais on Thursday morning touching here, and proceeded to St. John with upwards of six hundred passengers. This vessel was built expressly to run between Calais, St. John and Boston. She is 228 1/2 feet in length, registers upward of 700 tons, built of the very best materials, and is the sharpest boat ever built in the United States. She is so steady while running even at fast speed that no person could tell from any jar that she was in motion. Her accommodation for passengers are exceedingly neat and contain all the modern improvements. She has 26 State Rooms, two of which are fitted up for "bridal occasions" there are 74 berths in the cabin, and 36 in the Ladies-cabin. The Eastern City made the run from Calais to Joe's Point in an hour and five minutes, from Joe's Point to Eastport in an hour, and from Eastport to St. John within four hours; this we should add in justice to the boat is no criterion of her speed, as the Engineer, Mr. Marshall, informed us that in the course of four or five weeks, the machinery which is now, would be in good working order, when it is expected she will make the run from Eastport to St. John in three hours. On her return from St. John, on Friday last, she made the passage to St. Andrews within five hours. This Steamer is commanded by Capt. McALLISTER, an experienced and gentlemanly man, Mr. TREE formerly of the Crodele, is clerk of the boat, and a more gentlemanly, obliging and attentive officer; does not walk the deck of any steamer upon those waters. The stewards department is under care of Mr. Hilton, who takes care to have an abundant and choice supply of good things on hand. The Eastern City is owned by a number of persons in Boston, Calais, St. Andrews and St. John, and will receive a Share of patronage which she is justly entitled to. We wish this steamer abundant success and have much pleasure in publishing the following certificates respecting her:—

New York June 15th 1852. Minutes of trial trip of Steamer Eastern City.

Started from the Dock, foot of Cherry street at 10 o'clock and 45 minutes, A. M.—Steam at starting, 16 pounds; worked engine and hooked on—revolutions per minute 15—throttle one half open—vacuum 29 pounds—At twelve o'clock steam 24 pounds—revolutions, 20—vacuum, 28 1/2—throttle open At one o'clock, steam 30 pounds—revolutions, 22 1/2. Average revolutions during running time, 18 1/2; average steam 22 pounds. A-bread Sandy Hook Light at one o'clock, time from there to the Battery, one hour and twenty minutes—average speed, 17 miles per hour, against a three mile ebb tide.

The boat in every respect fully meets the most sanguine expectations of the agent and builders of hull and engine.

JOHN C. THOMPSON, Chief Engineer of United States Mail Steamship Pacific; PETER McMILLAN, Engineer of Allaire Works.

New York, June 15, 1852. We, the undersigned, do hereby certify, that we have just returned from the trial trip of Steamer EASTERN CITY, and that we do consider the Engine and Boilers of said Boat capable of carrying "fifty pound" of Steam

per Steam pressure to the square inch,—and that we consider the Steamer EASTERN CITY a "perfectly safe" boat, her hull being a great deal heavier than any of our boats now plying upon Long Island Sound, or any of our outside routes, it being built more like a ship than a steambot, and being so steady, a person would hardly know there was an engine in it, even in the heaviest seaway.

JOHN C. THOMPSON, Chief Engineer of United States Mail Steamship Pacific; PETER McMILLAN, Engineer, Allaire Works.

Attest—EPES SARGENT.

NORTHEMBERLAND.—The Miramichi Gleaner says that the Sheriff of Northumberland has received the Writ for the election of a member in the place of the Hon. Mr. Rankin, deceased. The 1st day of July is appointed for nomination of Candidates, the Polls will open on the 6th, and close on the 9th July.—Two candidates have offered themselves—George Kerr and Peter Mitchell, Esqrs., they profess liberal principles, and are lawyers.

A correspondent has furnished us with the following particulars of the wreck of a boat near Deer Island:—On Saturday night last, while on the way from Campo Bello, about three miles to the northward of North Harbour, passed the wreck of a boat about thirty feet long—picked up the cabin door and stern, on which was written in pencil 'J. H. Knight'; also a compass box, part of the mast and the main boom, and a boat hook. From her appearance and parts of her being so close together, supposed the accident had but recently taken place.

FISHERY BOUNTIES.—From extracts of a Despatch from the Colonial Secretary, published in the Royal Gazette, we learn that Her Majesty's Government have sanctioned the Acts passed by the Colonial Legislatures granting bounties to parties engaging in the fisheries.

BRITISH NORTH AMERICAN RAILWAY.—We learn from the Newbrunswickier, that B. Sharpe, Esq., one of the Directors of the London Board of the St. Andrews & Quebec Railroad, has addressed two letters to Sir J. Pakington, the Colonial Minister, containing proposals for completing a railway (under the above title) between Halifax and Canada, free of any ultimate charge either to Great Britain or the Colonies, by connecting the proposed European and North American line with the St. Andrews and Quebec Railroad, now under construction.

It is stated, that these proposals have the approval of Earl Fitzwilliam, as Chairman of the London Directors of the St. Andrews Company, and that they have been received favourably by Sir John Pakington; but for this we cannot vouch.

Seizure.—On Wednesday last H. M. Cutter Seelye, commanded by Lieut. Kynaston, of H. M. ship Cumberland, at present stationed in the Bay of Fundy, for the protection of the Fisheries, arrived in our harbour with the American Schooner Coral, of Machias, in charge, which vessel was seized for a breach of the Act Geo. III. cap. 38. sec. 59, in taking fish off the north head of Grand Manan, on the 16th inst., within little more than musket-shot of the shore. The Master of the Coral, Mr. Gatecomb, is a native of Grand Manan, as also two of the crew which amounts to five in all. The vessel was yesterday handed over to the Comptroller of Imperial Customs at this port for the purpose of being dealt with according to law; and as the Master does not attempt to deny the charge it is probable the Schooner will be condemned and sold in due course for a breach of the Fishery Convention of 1818, which prohibits American vessels fishing within three miles of the British shores.—This is the first instance that has occurred at this port for many years of a vessel being brought in for a breach of this Act.—(Courtier.)

MARRIAGES.—On Monday evening, by the Rev. John Ross, Mr. John Wilson, to Miss Eliza Orr, both of this place.

At St. John on the 19th inst., by the Rev. Wm. Donald, A. M., Mr. Charles Bowles, to Miss Elizabeth F. Armstrong, both of the City.

At St. John on the 24th instant at St. Malichi's Church, by the Rev. John Quinn, Mr. John O'Neill, to Miss Ann Quinn, both of this City.

DEATHS.—At Portland, on Wednesday last, Emily, daughter of the Rev. William Smith, Wesleyan Minister, aged four years.

At Digby, N. S., on Monday evening last Anna Louisa, infant daughter of A. McL. Seelye, Esq., aged nine months.

SHIPPING JOURNAL. PORT OF ST. ANDREWS.—ARRIVED.—June 26th.—Barque Elia Gill, Jordan, New York.—H. Frye & Co ballast.

26th.—Brig Spire, Street, Boston.—H. Frye & Co. ballast.

27th.—Six ships passed up the Harbour for the Ledge to-day.

EXCHANGE FOR SALE.

REQUIRED by the Controller of Her Majesty's Customs at Saint Andrews, the sum of about £108, sterling, payable in dollars or half dollars at 4s. 2d. sterling, a dollar, or in British gold or silver at the sterling value.

Tenders will be received up to one o'clock on Monday, the 5th of July, 1852 by the Controller, for a Bill of Exchange to be drawn by him on the Receiver General of Her Majesty's Customs, London, at 30 days sight—

Parties tendering will state what amount of Bill they will accept for the above mentioned sum. Tenders to be addressed to the Controller of Her Majesty's Customs, St. Andrews, and to be marked outside "Tender for Bill." Custom House St. Andrews, June 22, 1852.

For Charter FOR LIVERPOOL.

The new and splendid ship SAINT HELENA, of 668 Tons burthen, built and owned by Messrs. J. & R. Gouwhush, now lying in the Chamecock Harbour, will be ready to take in cargo by the 10th or 15th July, 1852, season, wishing to Charter for the above port will please make immediate application to the undersigned.

The St. HELENA has good accommodation for a few PASSENGERS. Apply to DIBROCK & WILSON, St. Andrews, June 22, 1852.

Valuable Properties for SALE OR TO LET.

THE Dwelling House, Stores and Wharf, in the town of St. Andrews, formerly known as the Jones' property. The Dwelling House, Out Houses and Wharf, in said town, formerly known as the O'Neil property.

100 Acres of Land in St. James, about one hour's drive from Milltown, St. Stephen.

100 Acres of Land in St. Patrick, through which the St. Andrews & Quebec Railroad is projected, and in which, or in its immediate vicinity, will be established a Depot, which will very materially enhance its value.

15 Acres of Land within five minutes' walk of the town of St. Andrews, a delightful situation for a Country Seat. If not shortly disposed of, it will be laid off in suitable lots for building purposes, and let on leases of improvement.

The subscriber begs to announce to the Public, that he has had his Lands, which are within ten minutes' walk of Chamecock, laid off, and will sell or lease Building Lots on advantageous terms. It is evident, that owing to the Railroad passing through it, possessing a safe and commodious harbor accessible at all seasons, to vessels of the largest tonnage, with an unlimited and unrivalled water power, on which there are already some manufactories, with others on a most extensive scale proposed and on the eve of springing into immediate operation, that Chamecock is one of the most desirable situations within the British North American Colonies, for the Capitalist, the Mechanic, and operator. In view of which, the said Building Lots are offered to the Public. Terms reasonable.

B. R. FITZGERALD, Saint Andrews, June 30, 1852.

ST. ANDREWS AND QUEBEC RAILWAY. CONTRACTOR'S OFFICE. St. Andrews, 21st June, 1852.

MESSRS. JAMES SYKES & Co. are prepared to receive tenders for TIMBER, of the following description:—HEMLOCK, 1 foot by 9 inches, in lengths of 16, 21 and 32 feet.

Delivered at various points on the line from Bartlett's Pond to North West Branch near Wynnan's Mill. Tenders addressed to J. Sykes & Co. St. Andrews, will be received till 1st July, 1852. G. W. KING.

Wild Meadows. PUBLIC NOTICE is hereby Given, that all the WILD MEADOWS, ON CROWN LANDS, Within my District, will be sold at Public Auction, in front of the Market House, St. Andrews, on Tuesday the 6th day of July, 1852.

WM. MAHOOD, Local Deputy for Charlotte. St. Andrews, June 14th, 1852.

Valuable Building Lot. FOR SALE, LOT No. 8, Block C. Parr's Division, adjoining the Lodge Lot, and fronting the Wesleyan Chapel, on William street, and Mrs. Ames's property on Montague street. The above is a most desirable site for building—being centrally situated, within a few rods of Water-street, and having two fronts. Apply at the Standard Office. June 23, 1852.

Houses for Sale. THE subscriber offers for Sale, the HOUSE occupied at present by Mr. James Smith, and the adjoining two-story HOUSE at the head of the Wharf below Happy Corner, in William street. For further particulars, apply to H. H. HATCH, St. Andrews, June 23, 1852.

Repairing

TENDERS of the und noon, on Saturday next, for repairs on the late made Committee.

C. R. H. J. W. C. J. W. S. Saint Andrew's

THE under will be off Tuesday the 1st of the respective by to the Reg sale on credit indebted to the (The right of Legs and I verment, after improved to the until the first very and impro (No person hundred acres

650 acres, lo Musque 109 acres, lo 100 acres, lo Camp 100 acres, lo Camp 100 acres, lo man. 100 acres, lo mah. 100 acres, lo liams 150 acres, lo liams 74 acres, lo Mark 540 acres, lo 100 acres, lo (50)

I hereby NOTE of trell, Wav thereabout the same, St. Auc

No. 32 B EG Br modern st sed in pot price from ranted to a vices car W. & C Esq for a Boston, Boi

Ex the 14 H May: NOTI

A NE for and St. Thanda: Mails will A. M., an Returnin Fridays: at 6 o, p. Arrau Mail be comment stant, an ture will Mills, or 6 o, a, arriving to be riving at per Mill days at

Gene: St. John NAIL

Ex the 6 B 18 81 Cast Cusi Me