

European Intelligence.

Mr. Grenfell the Free-trade candidate for Windsor, was returned on Saturday, by a majority of 330 to 230, over the Government candidate, Mr. Arthur Vansittart.

Sydney has sent to the English Treasury £70,000, and the Victoria colony £160,000, raised from the gold diggings, to promote emigration from the United Kingdom to Australia.

A letter, dated Hong Kong, March 23, says that no less than thirty-seven whalers have been there from the Arctic Seas, and they nearly all believe it possible for Sir John Franklin to be safe in the inner waters beyond the ice barrier.

GAIN FROM FRANCE.—From a Parliamentary paper just published it appears that the quantity of corn, grain, meal, and flour imported into the United Kingdom in the year 1851, from France, was 1,591,377 quarters, being the largest quantity from any country. The next quantity in number was 1,211,365, quarters from the United States of America.

There are said to have been only four Bank of England notes for one million sterling, and that after these four were engraved the plates were destroyed. Of these impressions the Rotchilds have one, the late Mr. Coutts had another, the Bank of England the third, and Mr. Samuel Rogers, the poet and banker, now decorates his parlour with the fourth, suspended in a gold frame.

About £4500 have already been subscribed for the relief of the survivors from the Birkenhead.

Miss Munro died at Aithes, Ross-shire, on the 15th inst., at the age of 110. She was the last inhabitant of Scotland alive when Charles Edward held sway in Holyrood.

The late Rev. S. C. Smith, formerly of Yarmouth, has, by his will, left the magnificent sum of £13,000 as a foundation for the fellowship and scholarship at Corpus College, Prince Albert has become the patron of an emigration society the object of which is to transfer the redundant and destitute population of the Highlands and Islands of Scotland to Australia.

LIGHTING OF ROME BY GAS.—A letter from Rome of the 20th states that a new contract has just been concluded by the municipal council with a British capitalist for the lighting of the Eternal City by gas.

Within the last thirty years £191,000 have been paid to the Dean and Chapter of Durham, for fines on the renewal of colliery leases in that county.

A rare old gold coin has been discovered in the bed of the Southampton river. It is supposed by antiquaries to be a French Noble of the time of Edward the Third, 1326.

KOSUTH'S FAMILY.—The venerable mother of the late governor of Hungary has arrived in London, from Cologne. She is accompanied by her two daughters, their husbands, and their nine children. The mother of Kosuth is of small stature, and about 70 years of age. She appears to enjoy good health. The two sisters, on the contrary, are tall, and one of them appears to be in ill health. It is known that these refugees were the subjects of a harassing prosecution, which the Government abandoned on condition that they should leave the continent.

On Monday last, his Majesty completed her 33rd year. In this town two flags were hoisted on the public buildings, and the bells rang a merry peal at intervals during the day.

ALMOST A CATASTROPHE.—A casualty occurred yesterday morning on the railroad, within about four miles of the depot, of a very serious character but happily unattended by loss of life, or any great injury to limb. As the early train from Baltimore, and due here soon after six, arrived at the spot above indicated, two boys were observed on the bank throwing up their arms and otherwise violently gesticulating. Not knowing what they meant, or if they meant any thing, no attention was paid to their signs, when a moment or two, and before the speed of train could be effected, it was observed that a portion of the rails on one side of the track had immediately in advance was gone, when the locomotive, first plunging into the soft earth, bounded fearfully forward, and buried itself in the high-bank on the side of the track, but not without dragging the tender, the mail and baggage cars along to the same destruction with itself. In a moment these cars were one undistinguishable mass of ruins, though the passenger cars, with their living contents, most providentially escaped. Wonderful to relate no life was lost, and though the engineer received a bad cut on the face, and two other men, attending on the engine, were bruised, nothing personally injurious was suffered beyond what a week or two will repair. Soon after the accident the train from Washington arrived, which subsequently returned with the passengers of both trains, but not in time for the mail and passengers going South, to connect with the boat down the river. As soon as possible a body of men, numbering sixty or seventy, were dispatched to the spot to clear away the wreck, which they had but just effected in time for the passage of the regular 4 o'clock train last evening. The rails must have been worn up by fission.—*National Intelligencer*, 25th.

POST OFFICE.—We are extremely gratified to learn that the Post Office authorities have put an end to the Sunday delivery of letters and newspapers at the Office in this City, and relieved the Clerks from that establishment from all servitude on the Lord's Day. The Sabbath is one of the main pillars on which religion rests and we are convinced that ninety-nine out of every hundred of our population will rejoice at this new arrangement which

prevents its being any longer desecrated by unnecessary labour, and will feel grateful to the Province Executive, with whom the question rested, for the prompt attention it has given to the appeal made to it on this subject and for its practical recognition of the duty of preserving the holy character of that Divinely-hallowed institution.—[Church Witness.]

We learn by private advices from Halifax that it is quite likely that the Legislature will decide to accept the offer of the Contractors and instead of embarking the whole resources of the Province in a Government line to America give sufficient encourage to private Companies to construct lines East and West. It is probable, however, that the failure of Mr. Howe's plan will produce a change of Government and a new election.—*Comer*.

We understand that Mr. Archibald left Halifax immediately after his arrival with some gentlemen from England, who have become interested in the Nova Scotia and New Brunswick Mines, and that he may be expected in St. John in a few days.—*Id.*

VETERINARY SURGEON.—We stated a few weeks since that the St. John Agricultural Society had resolved to invite Mr. M. H. Cuming, Veterinary Surgeon, of Elton, Aberdeenshire, who was highly recommended by Professor Dick, to emigrate to this Province. We now learn that Mr. Cuming has informed the Society of his acceptance of their offer, and of his intention to leave Aberdeen with his family, in a vessel which will sail about the first of August next, direct for this Port.—*Id.*

DESTRUCTIVE FIRE AT MONTREAL.—The Montreal papers of Monday give a full description of a destructive fire which ravaged a large portion of that city on Sunday morning last. A long enumeration is given of valuable edifices and warehouses, with their contents, which were destroyed. The fire broke out between four and five o'clock in the morning and raged until after twelve. The Montreal Gazette gives the following statement in regard to the extent of the loss:—

The loss of property is variously estimated from £200,000 to £500,000, from a half to two-thirds of which will probably fall on the Insurance Companies. Probably from £50,000 to £60,000 of real property, and £200,000 to £250,000 of goods were consumed. Some we are glad to be informed were fully insured.—Messrs. Seymour & Whitney, and Ryer Brothers among the number. Some of the heaviest stocks of dry goods in the city were consumed in the stores upon St. Paul street, and the loss of groceries, &c. in the Messrs. Ryans and the Customs' Warehouse must have been immense.

The fire commenced in a carpenter's shop, occupied by J. Martin, which was quickly consumed, and melancholy to state, two of his children were burned to death, one of them on the spot the other expired in the afternoon. The old St. Andrew's Church in amongst the buildings destroyed, as well as the Commercial buildings, occupied by the Imperial Customs department and others.

We find in the Bytown Gazette a long letter from Mr. Dugald C. Macnab, alluding to the acquittal of Mr. Vansittart, and in which it is asserted that "the letters are not forgeries, but genuine." Mr. Macnab dares Mr. Hincks to prosecute him, charges him indeed with perjury, and among other things remarks:—"his (Mr. Hincks) prosecution of Mr. Vansittart was nothing more than a political experiment; one of those juggling tricks of mountebank politicians who live without honor and die without principle." Well might Mr. Hincks say to the people at home, "I have commenced a prosecution against my slanderers and to vindicate my character, but in order to inspire confidence in the colonial office; but unfortunately for the object of his mission, letters reached him contemporaneous with himself—a copy of the hand bill was sent to the Earl of Derby—and the Government, have no confidence, whatever in him."—[*Quebec Chronicle*.]

YANKEE ENTERPRISE.—The Clipper Ship Nightingale, from Boston, Oct. 19, arrived at Sydney, N. S. Wales, Jan 19, after a passage of about 91 days. A letter from Sydney in the London papers says:—"The Yankers will soon get masterful this market if we do not get a better line of ships or steam communication between here and England."

The first clipper ship left Boston five days after the discovery was known there, and made the passage in 91 days, bringing news from England up to Oct. 4, whilst by the direct way we had no later dates than Sept. 18. A portion of her cargo consisted of wooden buckets for the miners.

The Bar is fast losing its attractions to the young men of this city. There are now thirty young gentlemen that have received liberal educations who are serving their "times" as shipwrights, architects, carpenters, etc. In a few years the United States will have the most accomplished mechanics in the world. A new class is springing up, who will put the present race of mechanics in the shade. The union of a substantial education with mechanical skill will effect this. Indeed, already we could name some mechanics who are excellent mathematicians, acquainted with French and German, and able to study the books in those languages connected with their vocations. Heretofore fond fathers were wont to educate their sons as doctors or lawyers, to ensure their respectability and success. That day is past. Mechanics will now take the lead, and in a few years will supply the larger portion of the State and Federal Governments.—[*New York Mirror*.]

The Americans are certainly an extraordinary people. In some things they are astonishingly acute, in other things very much the reverse. Their powers of adaptation are wonderfully great. They make a trade of everything and every thing; they humbug everybody and are humbugged by anybody; they are cunning, and yet easily imposed upon; they are courteous, and yet impertinent, the result of continued guessing and calculating. They are as energetic as the English, and as versatile as the French. One day they are in love with Jenny Lind, another with Catherine Hayes, another with the Hungarian Governor Kossuth, and another with Meagher. They go ahead in full blast, to use an expressive but not very elegant phrase. They are enthusiastic in all they do, whatever it may be, railing bitterly at Slieve Donard to-day, exulting over it to-morrow. Now they get hold of Mr. Thomas Bingley, and it is wonderful how they assuage his feelings; they serenade him; and they compel him to hold levees.—He is a Patriot, but above all, he is an escaped exile, and therefore, worthy of public honors.—[*Quebec Chronicle*.]

THE STANDARD.

WEDNESDAY, JUNE 16, 1852.

ST. ANDREWS & QUEBEC RAILROAD. G. W. King, Esq., lady, child and servant, accompanied by Messrs. Rubins and Bond, arrived here on Tuesday from England via the United States. Mr. King is one of the principal Contractors for our Railroad and Messrs. Rubins and Bond are "young men" or overseers of the work.

It is really gratifying to observe the stir and bustle in town within the last fortnight. Every mechanic and laborer is busily engaged; in truth, laborers are scarce, old houses are being repaired and painted, new ones are in course of erection, the value of town lots has risen considerably, several houses have been taken for persons employed on the Railway; indeed, business is improving, and all around wears a most promising appearance. People at a distance might wish to know the reason for this great change for the better? It is attributable alone to the fact, that the work on the St. Andrews and Quebec Railroad is being carried on with vigor, and that nothing now can retard the completion of the first section to Woodstock.

Our railroad needs no attempts to bolster it up; it has long been known and admitted to be the shortest and most feasible line for a railroad to connect Quebec with the nearest Atlantic port (St. Andrews) in New Brunswick.

RETURN OF THE RAILWAY DELEGATES. The Hon. Messrs. Chandler and Hincks have returned, without being able to procure the aid of the British Government in raising funds for the construction of the great Trunk Railway. The time selected for the application, was, we think, badly chosen. The Derby administration had just come into office, and, although victory had perched upon their banners in two or three minor contests, yet when a trial of strength actually came, they were vanquished by the force of a single blow, and are now obliged to resort to a dissolution—the only alternative left them: whether that will better their prospects or not, is a problem that time only can solve; but, knowing what their political creed has been, and keeping in view the demands of society, the progress of the age, and the favor with which free-trade principles are regarded, we are sure that the Russell party will soon again return to place and power.

In the midst of the discomfiture to which we have alluded—during this crisis of confusion and excitement, Mr. Chandler arrived in England. How could it be reasonably expected, that at such a moment and under such circumstances, the Derby administration, on world, or could negotiate the terms of such a gigantic contract as that Mr. Chandler wished them to enter into? certainly not.

The fact is simply this, that during the last Session of the Legislature, the people became almost roadway insane; they thought that the grand Trunk line was a panacea for all social, moral, and political evils, and with nearly one voice they called aloud upon Sir Edmund Head and his Executive Council to send a delegate across the Atlantic to raise the ways and means. His Excellency, with his usual tact and cleverness, appointed Mr. Chandler, and a better choice he could not have made; and if Mr. Chandler has failed, (we put this hypothetically,) no other man could succeed. After all, there is no cause for despondency: with the present abundance of money in England, there may, there will be, perhaps have been found scores of individuals ready to come forward and advance the necessary capital to construct the great Trunk Railway upon the security of

the Province. Should this resource fail, and the Russell Ministry again take the helm of state, it is possible that the generous, the patriotic offer of Earl Grey will be renewed by them, accepted by the people of the Province, and the common object fully carried out.

Since writing the above, the Halifax British American has come to hand, from which we learn that the Delegates have succeeded in obtaining offers from eminent British contractors, (of a different and more favorable character from any hitherto made,) to construct the European & North-American Railway. The contractors have also agreed to build a branch line to Miramichi, on the completion of the Main Line, on the same terms. In the mean time, the St. Andrews & Quebec Railroad, now in course of construction, will in all probability, be adopted as the Main Trunk Line to Quebec,—as it is well known to be the shortest and presents no engineering difficulties, we have good grounds for believing that this will eventually be the policy of the British Government, whether the purse strings are held by a Whig or Tory administration. St. John and Halifax may then have a branch from the St. Andrews & Quebec Railway by means of the European & N. American line, which will answer all purposes. We should not be surprised to learn, that the Executive Council, after hearing Hon. Mr. Chandler's report, will call an extra Session of the Legislature before many weeks elapse.

The Halifax Chronicle says, that Capt. J. J. Coffin, R. N., has leased the Magdalen Islands to Messrs. B. Weir and J. Fontana, for the purpose of prosecuting the fisheries.

AGRICULTURAL CONVENTION.—A most important movement has been made in the United States, which is attracting universal attention. A circular has been issued by the Presidents of twelve Agricultural Societies, calling a Convention at Washington on the 24th June, for the purpose of forming a National Agricultural Society. Delegates are solicited from the various States.

During the month of May, the loss by fire in Boston, amounted to \$6,300—insured \$5,580.

The Cherokee leaves for Halifax, touching at River du Loup and Pictou, on Thursday next. She is a fine looking craft of 750 tons; with superiorly constructed engines of 200 horse power, and her room for passengers is extensive. She can carry comfortably from 25 to 30 cabin passengers and from 200 to 300 steerage. If it should turn out that gold is as plentiful in the Valley of Annapolis as Sir Charles Lyell supposes, there will be ample employment for the Cherokee and Osprey on the route between Quebec and Halifax—Quebec Morn. Chron.

LAKE SUPERIOR IMPROVEMENTS.—The Toronto Colonist has good authority for stating, that Mr. Hincks has put himself into communication with parties in London, who are ready to advance the funds for the construction of the Sault Canal; and that the negotiations are such, as to ensure the work being done by the Provincial Government. [Id., June 7.]

FURTHER PARTICULARS OF THE RESULT OF THE MISSION OF THE DELEGATES.—The Halifax British North American of last Wednesday, in announcing the arrival of the Hon. Messrs. Hincks and Chandler, said that the offers made to them while in England, for the construction of the Railways in these Colonies, are of a different character from any hitherto made, and which are not open to the grave objections entertained to former propositions. It is stated that it has not been deemed expedient by the Delegates to connect the construction of the Railroad with any extensive scheme of placing large tracts of the public domain at the disposal of the contractors. That the road is to be built and fully equipped by the contractors at a certain price, to be stated after proper surveys have been made; and that the parties, who include in their number Mr. Peter, M. P., Mr. Brassey, Mr. Betts, and Mr. Jackson, M. P., pledge themselves to construct the work on the same terms as they have recently done similar works on the continent of Europe, and that they will be guided, as to the description of work, by the wishes of the parties employing them. It is also stated that after the main road through New Brunswick is completed, the contractors have agreed to construct a branch line to Miramichi on similar terms.

As the Hon. Mr. Chandler has not yet arrived here, our Government are not in possession of the details of the offers said to have been made, but in a short time the people of the Province will understand the whole question, and then they will be in a position to decide upon the merits of the propositions made by these contractors.—[*New Brunswick*.]

DISASTER AT ALBANY.—On Thursday morning, during a squall, the roof of a large building, just erected on North Ferry street, for a planing mill, was blown down, carrying away all the timbers and walls. Thirty men were at work at the time in the building, many of whom were seriously injured. A boy named Martin Wilson was killed. A man named Hoffman was badly crushed.

MARRIAGES.

On the 27th ult., at the Upper Falls St. George, by the Rev. J. McGivern, Rector, Mr. Edwin R. Russell to Mandana Augusta, eldest daughter of Daniel Gillmore, Esq.

On the 20th ult., at St. James' Church, Liverpool, Peter Millar, Esquire, to Agnes Christinna, only daughter of Henry Eastman, Esquire, of St. Stephens, New Brunswick.

On the 29th April, at St. Mary's, Bryanston-square, London, the Reverend W. H. Shore, L. L. B., only surviving son of the late Hon. George Shore, Member of Her Majesty's Council in New Brunswick, to Francis Anna, youngest daughter of the late Charles S. Putnam, Esq., Barrister-at-Law.

DEATHS.

At Brombro Hall, Cheshire, on the 20th ult., Margaret, wife of John Pollok, Esq., of St. John, much and deservedly regretted. [Mrs. Pollok was a native of St. Andrews, and fourth daughter of the late John Strang, Esq.]

At St. John, on Sunday evening, Henry, youngest son of Capt. I. S. Lawson, aged 7 months.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED. June 8th.—Barque Highland Mary, Sayers, New York.—E. & J. Wilson, ballast. Norwegian Brig Echo, Gogstad, New York. Wilson & Bolton, ballast. 10th.—Brig William, McKenzie, Newhaven. E. & J. Wilson, ballast. 12th.—Barque Bellona, New York. H. Frye & Co., ballast.



TENDERS in Duplicate to be received at this Office until TUESDAY the 22d June, at noon, from such persons as may be willing to contract for

Erecting a Wooden Store at Saint Andrews, agreeable to plan and specification to be seen at the Royal Engineer Office, St. John, and Barrack Office, St. Andrews, where further information may be obtained. The work to be subject to the approval of the Commanding Royal Engineer, or some person duly authorized. Sureties will be required for the proper performance of the service. Payments will be made by Ordinance draft on the Commissariat chest by Treasury bill, at 4 per cent, for an amount of or exceeding £50, and in specie if under that sum.

W. H. DRAKE, A. C. G. Commissariat, St. John, N. B., 11th June, 1852.

ST. JOHN'S DAY.



The Meeting of the HIBERNIAN LODGE, No. 318, under the Grand Lodge of Ireland, will assemble at their Lodge Room, in Water Street, on THURSDAY, the 24th INSTANT, at 9 o'clock, in the forenoon, for the purpose of celebrating the birth of St. John the Baptist, under their Banners.

Transient and visiting Brethren are respectfully invited to attend.

A. Y. PATERSON, Secretary.

CROWN LAND OFFICE.

THE undermentioned Lots of Crown Lands will be offered for sale by Public Auction, on Tuesday the sixth day of July, next, at noon, by the respective Deputies, at their Offices, agreeably to the Regulations of 11th May, 1843, and no sale on credit will be made unless person who is indebted to the Crown for previous purchases.

(The right of granting Licences for the cutting of Logs and Timber is to be reserved by the Government, after the Land has been surveyed and improved to the value of not less than ten pounds, until the first day of May next following such survey and improvements.)

(No person is allowed to hold more than one hundred acres payable by instalments.)

YORK.

At the Crown Land Office

650 acres, lot 23, block H, south west side of Musquash Brook Lake, George M. Porter.

109 acres, lot 1, block P, Bolton Lake, P. M. Abbott.

100 acres, lot 2, block P, Bolton Lake, A. Campbell.

100 acres, lot 3, block P, Bolton Lake, J. Campbell.

100 acres, lot 4, block P, Bolton Lake, J. Chapman.

100 acres, lot 5, block P, Bolton Lake, M. Han-nah.

100 acres, lot 6, block P, Bolton Lake, M. Williams.

150 acres, lot 7, block P, Bolton Lake, J. Williams.

74 acres, lot 8, block P, Bolton Lake, N. Marks.

340 acres, lot 40, Maxwell, Dunfries, J. M. Adam.

100 acres, lot 15, block 4, Durham, C. Galen.

R. D. WILMOT, Sur. Gen.

(5w.)

NOTICE.

I hereby forbid any person purchasing a NOTE of mine, in favor of Thomas Cottrell, Waweg, for the sum of £20 0 0, or thereabout, as I have not received value for the same, and will not pay it.

JAMES CLARKE

St. Andrews, June 9, 1852.