

European Intelligence

KOSSUTH'S RECEPTION.

The steamship Madrid, with Kossuth and suite, arrived at Southampton on Thursday the 23d Oct. at 2 P. M. A vast concourse of people had assembled on the docks to greet him, amongst them many distinguished Hungarians who, unaccustomed to the English habit of restraining their emotions, gave free expression to their feelings—weeping, laughing and dancing by turns. When Kossuth landed upon the quay, his countrymen crowded round him; many threw themselves upon his neck, and all seized his hand and kissed it. The example was contagious, and many brawny arms were extended, and many an honest English gripe was given to him. After some time spent in this way, Kossuth entered the carriage provided for him. His suite followed in other carriages, and the cortege proceeded to the mayor's office, followed by a dense crowd cheering. The carriage was decorated with the national colors of Hungary, and was preceded by a band bearing the union jack of England and the stars and stripes of America.

After resting a few minutes at the mayor's office, Kossuth, in response to the cries of the crowd outside, appeared on the balcony, and addressed the multitude amidst deafening cheers. His address was emotional but brief, and when he had closed the mayor led Madame Kossuth in front of the balcony, when the crowd cheered her vociferously, which the lady, laboring apparently with deep emotion, acknowledged by waving her handkerchief. The children were also led in front, and were greeted with cheers. Kossuth twice again addressed the crowd, and ended by proposing three cheers for the queen, when he retired with his family. About 5 P. M. Kossuth, with the mayor, repaired to the town hall, where he was formally introduced to the members of the corporation and publicly to the audience. Two addresses, one by the corporation and one by the inhabitants, were then presented to him, to which Kossuth made an eloquent reply in English, which was received with loud cheers. The mayor then presented to Kossuth the silk banner wrought by the Hungarians in New York. Kossuth received it with great emotion, saying—"I receive it, gentlemen, as a most valuable gift entrusted to the people of Hungary, and I swear to you, whatever may be my fate, cowardice or ambition shall never tarnish this flag." Other addresses, greetings and cheering were had, when the meeting broke up and the public proceedings of the reception terminated. Kossuth spent the night at the mayor's house at Southampton, and in the morning proceeded to his private residence at Winchester, where he was to stay a few days to recruit himself.

The reception at Winchester was as enthusiastic as that at Southampton, and all along the road thither the inhabitants of the villages turned out and greeted the illustrious stranger.

A deputation from a London Committee, composed principally of working men, waited upon Kossuth to invite him to a banquet in London. In reply, Kossuth said he honored industry, he himself was a man of the people, his political career had been devoted to elevating the condition of the people, but as to the banquet, he felt at once a difficulty and a question of policy; his stay in England was limited, and as he had some suggestions to make with regard to the best measures for securing the liberties of the people of Europe, he desired to have an opportunity to state his views at a meeting not limited to any party or class, but including men of political importance. He promised, however, after consulting with his friends to send an answer to the committee.

An entertainment was given by the mayor of Southampton at Winchester, on Saturday, in order to give Kossuth's friends an opportunity of meeting him. Among those present were Lord Dudley Stuart, Mr. Poles, Mr. Cobden, Mr. Crocker, the American Consul, &c. The Queen, the President of the United States and the Turkish Sultan were toasted; after which the health of Kossuth was proposed, to which he responded in a speech which fills three columns of the Morning Chronicle.

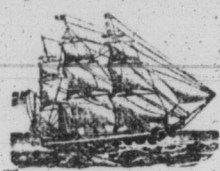
On Tuesday, the 28th, Kossuth made a private visit to London to join his family, who had preceded him, but was to return to Southampton the next day. He was to receive the address of the corporation of London at Guildhall on Thursday, Oct. 30. There is a strong current in Southampton with regard to the Austrian threat. Lord Dudley Stuart had been authorized to assure Kossuth an unofficial interview with Lord Palmerston if he desired it, and that so far as his Lordship was personally concerned, he was anxious to see him at the banquet which was to take place at Southampton. It was expected Mr. Abbott Lawrence and R. J. Walker would be present.

The officers of the United States Coast Survey are now engaged, in conjunction with officers of the British Government, in making observations on the latitude of Boston, Bangor, St. John, Halifax, &c. For the purpose of facilitating their operations, they make use of the telegraphic wires. In this city a branch line has been erected to a special station on Thomas Hill. It is understood that it will take several weeks to complete the observations.—Bangor Whig and Courier.

PHILADELPHIA, Nov. 12.—Nixon's extensive cotton factory in Hamilton street was destroyed by fire this evening. A large number of operatives were at work in the upper stories when the fire broke out below, and it is reported that several lives were lost. Loss by the destruction of the factory \$40,000.

partly covered by insurance. Several slaves are known to have been lost, mostly females. Six bodies are said to have been already found, charred and unrecognisable. One man, trapped from the fourth story window and was killed.

Arrival of the Steamship



Cambria.

The steamship Cambria arrived at Halifax on Wednesday last, bringing Liverpool dates to the 1st inst. She had 10 passengers for Halifax and 40 for Boston.

Cotton was lower for fair qualities. Sales of the week 46,100 bales.

The Flour market presented little change. Prices were rather firm and stocks declining. The prices of Deals and Plank have given way a little, but in other descriptions of wood are well sustained, the demand being good.

State of Trade.—There is no change to notice in business generally. A fair amount is doing in Cotton Manufactures; but the last accounts from India, received by telegraph, are unfavorable, as regards the Markets for Goods.

Mr. Hawes is about to resign his office of Under Secretary of State for the Colonies, upon his appointment to that of Deputy Secretary at War, in place of the Right Hon. Lawrence Sullivan, who retires after upwards of forty years service. Mr. Hawes is succeeded to the Colonial Department by Mr. Frederick Peel.

The mania for emigration has extended to the constabulary, several persons belonging to that force, in various parts of the country, having resigned, with a view of joining their relations in the United States.

Lord Stuart de Decies has published a statement of the result of the cultivation of seven acres of flax on his Waterford estate. The net profit is £36 9s 3d, or £5 4s 2d per acre. There being no charge for rent. It is said that the prompt and decided tone of the Archbishop of Canterbury's nominations served on a large number of the Puseyite clergy in his Diocese, has had the desired effect, and that the whole of the gentlemen alluded to, have signified to his Grace their intention of discontinuing the practices objected to.

The principal topic of interest is that the Governor General had determined to seize upon a portion of the territory of Dost Mahomed, of Cabul. The attempt was considered likely to lead eventually to disastrous consequences.

A correspondence between Lord Palmerston and the Neapolitan Minister has just come to light; it took place however so far back as August, and is causing some excitement. Lord Palmerston administers a very severe, but fairly provoked rebuke to the Neapolitan Governor, next for his presumption, and declares Mr. Gladstone's accusation to be rather affirmed than disproved by the advocates of the Government of Naples.

Lady Franklin has made a very urgent appeal to the Admiralty to send a powerful steamer to explore the passage which Captain Perry thinks exists, and this appeal is strongly sustained by some of the Peers, and many persons of influence.

Kossuth was the grand lion of the day in England. He made a public visit to the City of London on 20th, and was received with great honors and much enthusiasm. He will leave Southampton with his family and suite for the U. S. on the 10th inst., in the steamer Washington. The banquet at Southampton had passed off brilliantly. The London Times continues its attack upon Kossuth, and has to some extent affected public opinion among the more cautious classes, and those who are jealous of their reputation as affected by their associations.

Narvaez has apologized for the expulsion of Sir Henry Bulwer from the court of Spain, and given him a grand dinner at Paris, where they buried the hatchet under French cookery and wine.

ITALY.—A letter from Turin, of Oct. 24, mentions a report current there in the ministerial circles that the British and French Governments have instructed their Representatives at the Court of Turin, to declare that England and France witness, with dissatisfaction, the establishment of relations between the Tuscan Government and that of Austria, which, if continued, will be destructive of the independence of Tuscany.

The healthiest county in Missouri is Taney in the Ozark mountains, the death being one in 564. The most unhealthy is Mississippi county, low, swampy ground, where the deaths are one in 25.

Mrs. Partington says that before that last war with England, circumstances were seen around the moon nightly, and perambulating the earth, the disk of the sun was covered with black spots of ink, comets swept the horizon with their operative tails. Everybody said it portended war, and sure enough it did come.—His coadjutors were felt throughout the land, but the bravery of General Jackson expelled the American citizens, and the foreign dominion soon became a by-word.

One of our exchanges praises an egg which it says was "laid on our table" by Rev. Mr. Smith. Mr. Smith seems to be a layman, as well as a minister.

Everybody blackguards rich men, yet everybody shows a vast amount of respect for them. Nobody uses a rich man ill to his face.

or speaks well of him behind his back.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, NOV. 19, 1851

THE TRUNK RAILWAY.

The subject of inter-colonial communication is now occupying the attention of the Press generally in the Colonies. Our St. John and Fredericton contemporaries have come out plainly with their views respecting the Great Trunk Line between Halifax and Quebec. Of course there is a difference of opinion as to the location, still the majority are decidedly in favour of the central or eastern route by the valley of the St. John, to the City of St. John, thence by the Bend to Halifax. This can be readily accomplished by adopting a part of the European & North American, and St. Andrews & Quebec Railways—the great object being to obtain a direct line and open up the Country.

It would be a vain task indeed, to reply to the thousand misstatements, which have been set about respecting the only two chartered Railways in this Province. "Whether the people of Maine build their portion of the E. and N. A. line or no, it is now almost certain that the New Brunswickers will make their part, perhaps sooner than some who are anxiously looking for a Commission on the North Shore route, would wish. With respect to our line (the St. Andrews & Quebec) they may as well save their time, ink and paper, as attempt to throw cold water on it now, by stating that insuperable difficulties occur to mar its progress beyond Woodstock. We know something, at all events, respecting the route, having been on the surveys, and admit that the former line through the State of Maine, from Mars Hill to the Allegash, is much shorter than the present one, but it would be a question whether it would not cost more, as the engineering difficulties are more numerous, and the cost of construction much greater. Besides as the line is at present, it passes through British territory.

But why this show of opposition? Just because a few interested persons advocate the North Shore line, would sacrifice the best interest of the Province, in order to accomplish their own selfish ends—by creating lucrative offices for themselves. It smacks too strongly of "mismanaged Companies," for us. We fully agree with our contemporary, the St. John Courier, which says:—

We understand that both the Government and people of Canada would give the preference in the route, by the valley of the Saint John to Saint John, and thence by the "Bend" to Halifax; and this would be accomplished by the St. Andrews and Quebec and the European and North American railways, both now under charter, without much further assistance being required from the Province, we do not see that more needs to be done than that those works should be prosecuted to completion with energy. As this will be really an Halifax and Quebec Railway, running entirely through British territory, we presume that the Imperial Government may be readily obtained for half its cost for the whole. In such case, enough would be left to extend a branch line to Miramichi."

The Fredericton Reporter also contains some very appropriate remarks on the subject; we agree with the editor, that, if the Legislature meets prior to any Public Meeting being held, and the views of the various constituencies expressed, as to the proper course for the Great Trunk line, the Members will be at liberty to adopt the North Shore route, if advocated by the Government.

"On a careful consideration of the whole circumstances of the case, as they appear to stand at present, we would advise the people of every parish in these counties which may and must feel adverse to perpetual taxation for the making a Railway round the Province to Canada, to meet in their respective parishes on some day to be named by themselves, in order to put their Representatives in possession of their views and feelings on this highly important subject."

Mr. Howe's Railway Policy sustained—Large Majority!!

The New Brunswicker says:—We learned from Halifax by telegraph last evening that the principle of the Railway Bill introduced by Mr. Howe was sustained on a division—

YEAS, 39; NAYS, 14! MAJORITY, 25!

The Great Trunk Railway will therefore be undertaken in Nova Scotia as a Government Work, in conjunction with Canada and New Brunswick.

We were also informed by telegraph, that the details of the Railway Bill, will be carried in a manner satisfactory to the Government, and that not an angry word has occurred during the debate, the best feeling having prevailed throughout the whole discussion.

The weather still continues cold.

MUNICIPAL ACT.—We notice by the Carleton Sentinel, that the Freeholders of that County, are devoting considerable attention to the merits of this Act. There appears to be a division of opinion in the matter and the question is undergoing discussion—between a "Farmer" and "Plebeian." We have invited the rate payers of this County to weigh the matter carefully and not blindly adopt or reject the Act without giving it a careful perusal. We invite discussion and will be happy to hear from correspondents either for or against the measure.

THE DEBATES.—We are happy to state that John Simpson, Esq., Queen's Printer, has obtained the Contract for publishing the Debates of both Houses of the Legislatures, during the ensuing Session. There can be no doubt that the work will be faithfully and ably executed. The Debates are to be printed and published, so as to constitute a distinct volume of Reports, and to contain the Resolutions, Amendments, and Divisions. The Terms are 5s per single copy, or 7s 6d for the Reports of both Houses—in advance. The following gentlemen are agents for this County:—

S. H. Whitlock Esq., St. Andrews; J. G. Stevens, St. Stephens; Jas. Bowes, Esq. Milltown; J. Wallace, Esq. St. George.

POTATO-DIGGER.—Among the implements of Farm labor exhibited at the Manchester N. H. Fair was a wagon with machinery attached for gathering Potatoes—the recent invention of a New Hampshire Farmer. The wagon is placed at one end of the potato field; with oxen or horses attached, and as it passes down the rows, digs the potatoes, separates them from the dirt, and loads them in a wagon!—Dover Enquirer.

ST. JOHN ELECTIONS.—We learn from the New Brunswickier, that the Votes for the City Members stood on Monday as follows:—

Harding, 784; Foster, 631.

For the County:—

Godard, 562; Flaherty, 137; Kinnear, 44.

Messrs. Harding and Godard were therefore declared as having the greatest number of votes.

The election for the City went off with much spirit, but little acrimony or ill feeling was manifested among the voters.

In the Legislature of Nova Scotia, the subject of Railroads forms the whole business. The Hon. Joseph Howe, it is reported in the Halifax papers, made a most masterly and eloquent speech on the subject, which was loudly cheered. A majority of the House are favorable to his scheme. We give the following Memorandum which was laid on the table of the House:—

MEMORANDUM.
The Hon. Joseph Howe, of Nova Scotia, and E. B. Chandler, of New Brunswick, having in accordance with the invitation of the Governor General, proceeded to Canada, in order to confer with His Excellency and with his Executive Council, on the subject of the proposed Rail Road between Quebec and Halifax, and having had opportunities in the presence of His Excellency of explaining their views most fully, and of hearing those entertained by the Canadian Government, it is proposed to reduce to writing the conclusions which have been arrived at. It is admitted by all the parties that the work is one of great national importance, and that the three Provinces would be much benefited by its construction. It seems scarcely probable that money can be obtained on more favorable terms than those on which the Imperial Government has offered to aid in procuring it; and it is therefore the anxious desire of all parties to this Conference that the obstacles which present themselves to the success of the enterprise may not prove insurmountable. The most important of these seems to be the determination of the two Houses of the New Brunswick Legislature not to assume any greater liability than that already agreed to, and which amounts to a concession of the right of way and stations of ten miles of vacant land on either side, and a grant of £30,000 currency, per annum, for twenty years. It seems then desirable to offer as many distinct propositions as possible for the consideration of New Brunswick, and to urge upon the Government of that Province to take the responsibility of submitting one of them to the Legislature for its sanction. The following propositions might, it is conceived, be accepted by Canada and Nova Scotia:—

FIRST.—That each Province should be responsible for the cost of the portion of the road passing through its own territory.

SECOND.—That New Brunswick should make a distinct and separate agreement for the construction of its portion of the line with private contractors, who might possibly be induced to undertake the work on liberal terms.

THIRD.—That the line between Halifax and Quebec should be undertaken on the joint account of the three Provinces, and that the Crown Lands lying five miles on each side of the line should be conceded by each Province for the benefit of the road, and that until the payment of the cost of construction and interest, the receipts should be common property, after which each Province to own that portion of the road which passes over its own territory.

Should the lower Provinces determine to

aid in constructing the railway from Halifax to Quebec upon either of the plans suggested, it is more than probable that, with as little delay as possible, the line will be extended from Halifax to Hamilton, from whence a Railway is being constructed through British territory to Windsor, opposite Detroit, at which place it will connect with a line projected across Michigan to Chicago; and through the State of Wisconsin to the Head waters of the Mississippi, at Galena, a continuous line through the British Provinces stretching for 1310 miles, and through British and American territory for 1700.

(Signed) JOS. RUDET, P. C.
JOSEPH HOWE.

Toronto, 21st June, 1851.

MECHANIC'S INSTITUTE.—The opening lecture for the season was delivered on Monday evening, by the Rev. Edwin Jacob, D. D., Principal of King's College, Fredericton. The subject of it was "An Initial Inquiry into the formation of Moral Principles and Habits, as essentially necessary to the Happiness and Perfection of Human Nature." To attempt to give an analysis of this highly instructive and interesting address, in the compass of a brief notice, would be fruitless. Suffice it to say, that, as might be expected from the source from whence it came, it was characterized throughout by learning, eloquence and close reasoning. The varied elements of human happiness, as observable in the child, the youth, and the man of mature age, were pointed out with nice discrimination. The influences of the senses, the active powers, the passions, the social affections, and the moral discipline by which experience gradually conducts the mind to a knowledge of the cardinal virtues, were each, in their turn, explained, and the whole subject illustrated by happy quotations. In the course of his observations, the lecturer took occasion to define the objects of the Institution; and it must have been highly gratifying to his friends, to hear from one so competent to form a judgment in regard to them, that they were in perfect concord with every previous study and pursuit of his life. We regret that numerous state of the weather prevented a larger attendance on the occasion, but hope the lecture may be published for the gratification of those who had not the opportunity of listening to it.

Samuel W. Babbitt, Esquire, of Fredericton, will lecture next Monday evening on "Self-Culture."—Church Witness.

Rowing Match.—The rowing match between the Indian Town gig Xiphias, and the Sand Cove gig Neptune, which was appointed for Wednesday, did not take place until yesterday, in consequence of a strong N. W. wind which prevailed on the two preceding days. The race was from Reed's Point, around Paradise Island. The Indian Town boat performed the distance in 35½ minutes, winning the race with apparent ease. She was rowed by her former crew—Messrs. Isaac, Shubal, and John Stevens and David Dunham—who have thus gained another victory for Indian Town. The Neptune was rowed by Messrs. John Coyle, Edward Welsh, William Molloy and John Morris.—Courier.

FRONT HAYTI.—By an arrival at Boston, letters have been received as late as Oct. 23d, which state that the Emperor, had at last, in compliance with the demands of the Foreign powers, consented to sign a treaty of peace or truce with the Dominicans, and that one year's notice should be given of the recommencement of hostilities. This settlement of this impending trouble will tend to advance the prosperity of the Island. Coffee was selling at Port-au-Prince at \$85 (Hayti currency) per 100 lbs, with prospect of a large crop.

GRAND FAIR RAILWAY COMPANY.—We are enabled to state that this work is now going on in earnest. The Company has been organized. Directors chosen and arrangements made to have the road completed early in the spring. The object the Company has in view is to convey lumber and goods between the basins above and below the falls. Two tracks are to be laid and a powerful engine so placed as to keep cars in constant motion both ways. From all we can learn we should judge that this will prove a profitable undertaking. It has our best wishes.—Carleton Sentinel.

A MAN MISSING.—William Campbell, a Blacksmith, disappeared very suddenly on Wednesday night, the 29th ult., and has not since been heard of; he was last seen in Caldwell's Tavern, about ten o'clock in the evening, since when no trace of him can be discovered. The Magistrates have made most diligent inquiries, but without gaining any information. It is generally supposed that he fell from one of the wharves into the River or the Creek, and was drowned.—[H]

MARRIAGES.
Last evening, by the Rev. Wm. Temple, Mr. WILLIAM GRISON, Printer, to MARY MANNA, third daughter of Mr. James B. Berry, of St. Andrews.
[Our acknowledgments are due for a liberal notice of the bridal fest. We wish our young friends much happiness.]

SHIPPING JOURNAL.
PORT OF ST. ANDREWS.
—ARRIVED—

Nov. 14th.—Schr. Ulrica, Melaney, Boston Master—general cargo.
Arrived at St. Stephen.
Nov. 7th.—Barque Corn, Wier, Belfast, U. S.—Z. Chipman, ballast.
10th.—Brig Countess of Zealand, Watson, Yarmouth, N. S.—W. Todd, ballast.
Schr. Eliza Ann, Davis, Westport, Master—fish.
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