

European Intelligence.

Mr. Villiers's Free-trade Motion.—Mr. Villiers has removed all doubt respecting his intention to submit a motion to the House on the principles of free trade, by placing on the table a notice for Tuesday next, to the effect that the act of 1816, which admitted the unrestricted importation of foreign corn, has tended mainly to the improvement of the condition of the country, and the labouring classes especially—that it was a wise and just measure—and that the House of Commons will be prepared to consider any propositions submitted to them by Her Majesty's government, in accordance with the present policy.

On Saturday, 12th, Brown, Shipley & Co., agents at Liverpool for the Collins steamships, met with a serious loss by robbery. A clerk was sent to the Branch Bank of England, with a roll of bank of £500 each, and five £100 in all £2500. A well dressed thief managed to abstract the money and get off clear with the prize. The number of the notes are known, but the thief eluded detection.

THE AMERICAN FISHERIES.—In the House of Commons on the 12th ult., Mr. Magregor visited a number of remarks on the fisheries in the speech relating to the mismanagement between this country and the United States, on the North American fisheries. He said not a word against what the government was now doing, but he adverted to it as a question of the greatest importance, one that might have involved the peace and tranquillity of the two countries, have interrupted their commerce, and have cut off our supply of cotton. His views on this question corresponded with those of Mr. Pitt, expressed immediately after the peace of 1763, in the first presidential address to the Congress, every part of the British dominions and the United States ought to be placed on the footing of a coasting trade. When he looked at the progress of the great Anglo-American republic, he found that 93 years ago the whole British population in America was confined to a narrow strip along the shore of the Atlantic, and did not altogether amount to 1,800,000. The whole of this country was now ruled and governed by a people speaking the English language, and though there were two governments in America, there was really but one people, and the policy that ought to be pursued in regard to the whole navigation between this country and the United States was one that would place us on nearly the same footing as a coasting trade. During the foreign administration of this country by the noble lord (Palmerton) and the Earl of Aberdeen amicable relations were kept up between the two countries, and the latter made three concessions with regard to the fisheries which were just and proper. When the question respecting New Brunswick and Oregon was settled, there did not remain between the two countries a single question in dispute, except this unfortunate one of the fisheries. The manufacturing and commercial people of this country were anxiously looking forward to its settlement, and now that negotiations were going on he trusted it would be adjusted on the principles of free and uninterrupted intercourse on both sides with respect to the fisheries. He was well acquainted with the people of the United States, and knowing their wishes on this point, he hoped the government would not lose sight of the matter.

Mr. S. Herbert wished to know whether there was any prospect of an early settlement of the dispute with the American government on the fisheries question, and at what period they might expect the government would lay on the table a copy of the negotiations that had taken place.

The Chancellor of the Exchequer said it was quite impossible to say when they could lay the papers on the table (hear). He could only repeat what was mentioned in the royal speech, that the negotiations had been carried on in the most friendly spirit, and he believed the result would be very increased commercial relations between the two countries.

ARRIVAL OF TWO ARABIAN HORSES FOR HER MAJESTY.—On Friday afternoon a number of persons assembled at Waterloo-road terminus, to see the arrival of two splendid Arabian horses, sent by the Pacha of Egypt as a present to Her Majesty. The noble animals appeared high bred, and were accompanied by two native attendants in their eastern costumes. After some trouble they were taken to some livery stables in the Belgrave-road to be properly broken in.

FROM ST. HELENA.—Bark Hector, arriving at Warren, R.I., from St. Helena, bringing dates to Oct. 1. British steamer Great Britain, from Liverpool for Australia, put into St. Helena, on Sep. 22, short of coal. She passed the port on the 12th September, and intended to stop at the Cape of Good Hope for a supply of coal; but on the 17th, when about 700 miles from Table Bay, she met with bad weather, was obliged to put about and return to St. Helena. It was uncertain when the Great Britain would leave. She required 500 tons of coals, but could not even be supplied with a fifth part of that quantity. Four steamers were lying in the roadstead, the Penelope, the Texier, the Great Britain, and the Prentiss.

22ND (THE DUK OF ALBANY'S OWN HEADLANDERS).—Head quarters, Halifax, N.S.; Major, Clare Castle. Sergeant Major, Donald Munro and the sergeants of the depot, met in the sergeants' mess room on Tuesday, the 19th inst., for the purpose of paying a tribute of respect to their much respected comrades, Acting Quartermaster Sergeant John Milne, and Paymaster Sergeant George Williamson, who have been appointed to the Royal Berkshire Militia. After the usual loyal toast were drunk with enthusiasm, the president

Sergeant Major Donald Munro rose and proposed the health and prosperity of the worthy guests, which he did in a very eloquent and pathetic manner, to which Acting Quartermaster Sergeant John Milne responded. In his response he mentioned in high terms the abilities of Colour Sergeant James Thompson who has taken over the duties of depot quartermaster-sergeant, after which the hilarity of the evening passed with much spirit.

CAPTAIN WARREN'S LONG RAYCE.—Captain Warren has been recommending his intention to the notice of the Government, with a view to their being adopted to check the incursions of the Kaffirs. He says (in reply to a letter from Mr. Adderley, who seems to have "the welfare of the colony" sincerely at heart). "If that gentleman will make an appointment with Lord Combermere and Sir Harry Smith, I will meet him in company with these able generals, and to explain my mode of operations and the means by which I should have effected my object, that I stake my reputation and character if I do not convince all those that within two months after my arrival at the seat of war the enemy would have been so subdued that we should never again hear of any attacks either from Sandili or any other chief. I have named these two gallant officers because of their professional and colonial knowledge, as well as independent and honest characters, and because they have both been knowledge already of the nature of my intentions."

The Colonists who are interested in the Fisheries must indeed, hasten themselves, since the fourth paragraph in Queen Victoria's speech plainly points to such a result, as we briefly depicted last week. And since it has come to this, if we might offer advice, we should counsel a direct appeal to the House of Commons, touched in plain, bold terms. These are not the days for humble addresses to the throne. Practically they never reach it, for Downing street lies on the way thither; and what a Slough of Despond that is, Columbus the world avers can tell. No, gentlemen, if you desire to be heard with attention and respect, up and state your rights frankly. Never mind the red-tape—they may be somewhat scared; up, and demand the Imperial Government (through the People's representatives, whose servants they are) that it take from you and give to another the natural wealth with which Providence has endowed you, is just as "great an outrage on your inherent rights, as it would be to tax your incomes in aid of the Imperial Treasury. Speak at once, and don't mince your words. I may be that justice, the charter, is apt to begin and end at home; still there is in Englishmen a love of fair play and an intuitive sense of right and wrong, that will respond to an appeal such as the facts in this case would suggest and justify. —*New York Times*.

THE NORTHERN LINE.—The announcement in this paper a fortnight ago of the efforts on foot to connect the contemplated New Brunswick and Canadian Railways by the northern route, is strengthened by late advices from Quebec. Resolutions of the Canadian Assembly passed unanimously on the 8th inst., were to be embodied in an address to the Crown, praying for an Imperial grant of £75,000 sterling annually, for twenty-five years, to enable the Provinces of Canada and New Brunswick to meet the charges of constructing and working a Railway between Miramichi and Trois Pistoles, 227 miles. The statements in the seventh resolution, that "the resources of Canada would not allow of her continuing the trunk Railway to the Eastern frontier at the Restigouche, without Imperial aid, and that it is not to be expected that New Brunswick will be able without such aid, to continue it from Miramichi to the Restigouche, the country on both sides of the line, being almost wholly in a state of nature," are in strict accordance with the refusal of both these Provinces to sanction Earl Grey's scheme, and evince the madness and absurdity of the attempts made by politicians in the Province to involve us in one-third of the risk of the whole 825 miles upon our own unaided resources.

The Legislature of New Brunswick will, doubtless follow the example of Canada. Under such auspices, combined with the powerful parliamentary influence of Mr. Jackson, we repeat our conviction that the day is not far distant when, by the aid of British capital, the Northern line through Canada and New Brunswick will be fixed fact. When a line of similar gudgeon is completed across Nova Scotia as contemplated it must be in spite of all opposition, we shall have the satisfaction of seeing Halifax the eastern Atlantic terminus of both lines of Railway through the sister Province, without involving us in a ruinous undertaking to build and keep up a line requiring Imperial aid for twenty-five years.

In connection with this, promising aspect of affairs, we trust the merchants of Halifax will not forget that through the exertions of the Hon. John Young a line of steamers has been contracted for, to run from Liverpool to Quebec and Portland, and that but a short time will necessarily elapse before St. John will be up and doing in the same way. Now is the time then to make arrangements for a line of Screw Steamers from Halifax to Liverpool, touching at Cork. We live in an age when months bring about the events of years. It depends upon ourselves whether we shall lag behind, or keep pace with our colonial neighbours. —*[Halifax Colonist]*.

To find the match of the citizens of Halifax in discouraging talk of the state of business and hard times, would be as difficult a task as Diogenes imposed on himself when he sought his lamp at mid-day to look for an honest man. One faints another with the feeling of discontent with lamentations as to the state of the market, and they would prepare for it by clearing new tracts of wilderness lands, and placing those cleared in a better state of cultivation. Ten years ago the cost of transportation from St. John's on one side, and Quebec on the other, was equal to the Grand Falls. Since then, the summer trips of our steamers of course have turned the balance in favour of this Province; but the natural advantages of a land route are nearly twice as great from Quebec; as at the time we speak of, the goods sent upwards from St. John were of course shipped as far as Fredericton, and could not through a whole land carriage, compete with those from Canada. The whole inference then is, that of all the Railroads the Canadians have in progress or contemplation, one from the St. Lawrence, to meet the St. Andrews and Quebec line, at any point above Woodstock, would be the most profitable, whether we consider it as a mere provincial undertaking, or a great link in the chain to unite the Colonial markets with those of Great Britain.

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The editor points out the strange circumstance, that in Canada they boast of having their Railroads made at the rate of £12,000 per mile. In New Brunswick they rejoice that they can have them made at two-thirds that rate. In Nova-Scotia they state, that their Railways will be made at two-thirds the rate of those in New Brunswick—while the proprietors of our line, (the St. Andrews & Quebec) affirm from what they know, that it will be finished at two-thirds the rate to be adopted in Nova-Scotia—each party appearing satisfied with their own arrangements. After pointing out the great trade of the Upper St. John, and the advantages which must result to Canada from the construction of a railroad along its banks, he says:—

It is not alone that part of the country which is watered by the St. John river which a Railroad made along its valley would accommodate. The whole eastern range of the State of Maine would from necessity adopt it, as giving the inhabitants a communication, first with St. John, and next with the St. Lawrence, where a great source of trade would be opened, hitherto unknown to our western neighbours.

We know that a false impression, (we use the term emphatically) has been made in reference to the route from the river du Loup to the Grand Falls. We know that party, whose business it is to prevent the cementing of British interests in these Colonies, have been most anxious to represent that route as a range of impassable mountains; but we also know that it is matter of surprise to the thousands who have travelled and explored in that direction, that those mountains, often alluded to, exist only in the notions of the obstructives; and we dare say that Mr. Hinks himself was unable to find them. Indeed we are not convinced that such difficulties did not exist, he could not be either correct or honest in applying to the British Government for the loan of money to be there expended.

Canada is deeply interested in the establishment of a Provincial as well as European terminus at St. John; and that by the shortest route which can be made available. At present the enormous surplus produce of that country can only find its way to the United States, where it enters a region already full to repletion with a hostile Tariff to meet it at every step of its way—on foot, itself by a dangerous and unproductive route to the English market. Thousands of the Canadian farmers raise only enough to suit the wants of their own families; and in the absence of that variety of food required by the human system, such which they should receive as well as export, live from year to year upon the fat pork of an enemy, or die upon it, if report speak half the truth.

These, in the event of obtaining an outlet by the valley of the St. John, where the great amount of business would permit them to have cheap freights, would soon feel the good effects of the new market, and they would prepare for it by clearing new tracts of wilderness lands, and placing those cleared in a better state of cultivation. Ten years ago the cost of transportation from St. John's on one side, and Quebec on the other, was equal to the Grand Falls. Since then, the summer trips of our steamers of course have turned the balance in favour of this Province; but the natural advantages of a land route are nearly twice as great from Quebec; as at the time we speak of, the goods sent upwards from St. John were of course shipped as far as Fredericton, and could not through a whole land carriage, compete with those from Canada. The whole inference then is, that of all the Railroads the Canadians have in progress or contemplation, one from the St. Lawrence, to meet the St. Andrews and Quebec line, at any point above Woodstock, would be the most profitable, whether we consider it as a mere provincial undertaking, or a great link in the chain to unite the Colonial markets with those of Great Britain.

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U. S. MAILS.—There can be no greater annoyance to the inhabitants of these Provinces, than the present United States' mail arrangement. The mails, instead of being received as formerly from Dennysville at Robbinston, at 9 or 10 A.M., a distance of only 14 miles, now come round via Calais, a distance of 34 miles! causing a delay of twenty-four hours. Owing to this irregularity of the arrival of the stage at Robbinston, and notwithstanding the Postmaster at Saint Andrews keeps the St. John stage mill 5 and sometimes 6 o'clock in the evening, he is obliged to despatch the mail without a single American letter, as was the case yesterday, Tuesday. The duties of his office are arduous, and we confess he is miserably paid for his services. The St. John mail arrives between 11 and 12 at night, when he must be in his office to assort it, the United States' mail is despatched at 4 in the morning, making nearly the whole of the night's work every week, besides being in the office all day. This cannot continue long, and indeed he cannot last a great while, and all must be performed for the paltry sum of £200 a year. We like economy in every shape, but we despise such misallotted economy as this: it is anti-British; Public officers should be paid in proportion to the amount and responsibility of the duties performed by them.

THE SEASON.—A finer or more open Fall than the present, is not remembered by that most respectable individual "the oldest inhabitant." Up to the present (8th Dec.) there has not been snow for sleighing, nor has the ice been thick enough even for boys to skate upon. Fall ploughing is being carried on in the farming districts, and cattle are still in the fields grazing—a most fortunate circumstance, as hay is not only very high, but also scarce. Within the last few days, heavy showers of rain have fallen, and the atmosphere is as mild as in October. Friday last and Monday were more like days in September than the first week in the last month of the year. Talk of the rigors of a New-Branswick winter after this—ye grumbler!

We are happy to notice that the ballasting of the Railroad beyond Chamcook, is going forward with speed. The locomotive, with three hundred tons of stone ballast, passed over Katie's Cove bridge the other day, without the slightest oscillation of the bridge being perceptible. It is quite a pleasant ride (by rail) to Chamcook, occupying only a few minutes.

The Secretary of the G. C. Agricultural Society, has handed us a list of the Premiums awarded by the Society at its Annual Cattle Show and Exhibition of Domestic Industry on the 26th of October last.

The New York Tribune thus speaks of the recent act of the Canadian Legislature, granting tracts of wilderness land to the landless without price:—

The glorious principle of Free Land to actual settlers has been agreed to by the Legislative and Executive Government, and will presently be applied. A tract of twenty-four millions of acres, lying mainly north-west of Lake Huron, in the latitude of the American mining districts of Lake Superior, though with a milder climate—will, as soon as surveyed be thrown open to the landless in the gratuitous tracts of 160 acres. Alternate sections will thus be given away without price, those lying between them being reserved for sale to cover the expenses of surveying and opening the country to immigrants. We had hoped that our country would be the first to adopt this great idea, but Canada is ahead of us. The United States, will, we trust, not be far behind.

THE STANDARD.—WEDNESDAY, DEC. 8, 1852. On our first page we have copied from a leading English paper, an article headed "China's Mexican Railways," as it shows clearly the extravagance, waste, misallotment, and over-reaching of those connected with these great works in England in 1846, and as it is not improbable some of these very parties will be directly or indirectly connected with the construction of Railways in these Provinces, we beg to direct the attention of the people to the article, and as a warning not to be deluded by those interested parties into the idea, that the more is spent, the greater will be the revenue, as all depends on how money is spent.

The following article on Railways, we copy from the *Fredericton Reporter*:—

The editor points out the strange circumstance, that in Canada they boast of having their Railroads made at the rate of £12,000 per mile. In New Brunswick they rejoice that they can have them made at two-thirds that rate. In Nova-Scotia they state, that their Railways will be made at two-thirds the rate of those in New Brunswick—while the proprietors of our line, (the St. Andrews & Quebec) affirm from what they know, that it will be finished at two-thirds the rate to be adopted in Nova-Scotia—each party appearing satisfied with their own arrangements. After pointing out the great trade of the Upper St. John, and the advantages which must result to Canada from the construction of a railroad along its banks, he says:—

It is not alone that part of the country which is watered by the St. John river which a Railroad made along its valley would accommodate. The whole eastern range of the State of Maine would from necessity adopt it, as giving the inhabitants a communication, first with St. John, and next with the St. Lawrence, where a great source of trade would be opened, hitherto unknown to our western neighbours.

We know that a false impression, (we use the term emphatically) has been made in reference to the route from the river du Loup to the Grand Falls. We know that party, whose business it is to prevent the cementing of British interests in these Colonies, have been most anxious to represent that route as a range of impassable mountains; but we also know that it is matter of surprise to the thousands who have travelled and explored in that direction, that those mountains, often alluded to, exist only in the notions of the obstructives; and we dare say that Mr. Hinks himself was unable to find them. Indeed we are not convinced that such difficulties did not exist, he could not be either correct or honest in applying to the British Government for the loan of money to be there expended.

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