

European Intelligence.

The steamship *Asia* arrived at New York yesterday morning, with dates from England to the 6th inst.

Cotton was dull, and sales could only be made at a 1 1/2 to 2 1/2 decline. Flour and Corn were unchanged. Extensive sales of Wheat had taken place at 2 1/2 to 3 1/2 advance.

Parliament met on Thursday the 4th, and was opened by proxy. Mr. LeFevre was re-elected Speaker.

The King of Sweden is dangerously ill, and a Regent has been appointed.

The Russian and Prussian Ambassadors have been ordered to watch Louis Napoleon closely. The succession of the Empire is to be run through Louis Napoleon's male heirs, his adopted son, or his brother Jerome's heirs.

The Duke of Wellington's pall-bearers would be Generals Camberme, Lord Sondery, Harbord, Seaton, Gough, Napier, Lushington, Pollok, and Sir Harry Smith.

PRICE OF RAILWAYS IN CANADA WEST.

One of our Upper Canada exchanges informs us, that the contract for the railroad from Toronto to Guelph has been given to C. S. Gwynne & Co., for £7,125 currency, per mile, or £35,625 currency for the whole distance, and that the arrangement does not cover land claims and stations. If the number of stations on this line is in the same proportion to the number which it is intended to establish between St. John and Shediac, and to be built in the same substantial manner, we are partly inclined to believe that Gwynne's "scheme," what a name, to fill the speaking trumpet of future time, has made a better bargain for his firm than the "terrible Jackson" has accomplished for himself and partners in New Brunswick.

By the bye, whilst on the subject of railways, we must record our difference of opinion with a morning contemporary, who asserts that the more our railways are to cost the better for the country. Now, our view is, that if railway iron is an important article in the construction of railways, cost only £6 or £7 per ton, and is equally as good as that which costs £10 or £12 per ton, it would be better for us to build our roads with the cheapest article. But, according to our contemporary, with the dear article, the greater would be the amount of capital to be introduced into the country. Fudge! The value of such capital is variable, depending on the state of the home market. The more the road costs, the less on the capital expended, must be the amount of the dividends. It would be all very well to speak with assumed contempt of the price of railway iron, if the contractors intended to give them to us, but the people of this Province, in one shape or other, are expected to pay for them, therefore the less they cost, the less we shall have to pay, *ex gratia*. We also avail ourselves of the occasion, as the diplomatists say, to inform our contemporary that the government of Belgium owns four lines of railways, and that, as he has vainly imagined, although by the way, this comparatively trifling burden of his, was very promptly corrected in the Daily Times on the morning after it was perpetrated.—*St. John Chronicle*.

Fire.—Shortly before 6 o'clock last evening, a fire broke out in the attic of the large four-story brick building in course of erection by Mr. J. G. Pine, in King-street. The flames spread with great rapidity, and it appeared at one time almost impossible to save the premises, but the prompt arrival of the engines, and the admirable manner in which they combated the devouring element, soon put a check to its ravages, and finally subdued it, although not until considerable damage was done to the inside of the upper story. The efficiency of the Fire Department was never more manifest than on this occasion, and too much credit cannot be given to the various Companies. We must not omit to state that the Brunswick Company, No. 1, of Portland, also came over, and rendered good assistance.

We learn that the fire originated from a small stove used by the workmen, who were putting zinc on the roof. Mr. Pine was undisturbed, and insured.—*New Brunswick, 15th inst.*

Our Crystal Palace has been taken down and removed. Its glories of architecture and banners only survive on the frontispiece of the Song, and in the pages of the *International*.—*Head Quarters*.

We are enjoying all the advantages of two seasons. The streets are well covered with snow, and the merry sleigh bells sound cheerily along them—the air is as soft as in young June time—the river free from ice, and steamers unloading at our wharves.—*Lb.*

CANADA has been silently, but nevertheless, steadily advancing for years back in every useful improvement, and now occupies a position scarcely second to that of any other country, and certainly second to none as regards the happiness and comforts of the people. At the Great National Exhibition, in London, Canada gained honorable fame in the arts and manufactures, and also in the produce of her soil. It is pleasing to see our rapid progress acknowledged by our neighbors, and by those who might, perhaps, in some sense, be considered as our rivals.—*New York Times* says—"Canada is going fast ahead. In the colony a series of reforms are, as it were, knocking at the Legislative doors, and desiring to become law. Canadians are running a public race, and we must allow that Canada is making good headway. She is increasing her schools, literary and scientific institutions, agricultural exhibitions, railways, and agitating all the questions, in a spirit of the highest intelligence."

ORATION ON THE DUKE OF WELLINGTON.

In accordance with the invitation of British residents in Boston, Mr. G. P. R. James, the English novelist, delivered an oration on Wednesday evening, upon the late Duke of Wellington. The meeting was very large, the Melodeon being densely crowded, and quite a number of distinguished persons were present. The oration was an able, elaborate production that occupied over two hours in its delivery. We have not room for even a sketch of what was said, but must content ourselves with giving a short passage from the exordium. He commenced by saying:—

"These are solemn days in which we live; these are solemn days that have fallen upon both sides of the Atlantic. From one common brotherhood arises one common wail: 'Wellington and Webster!' Strange, most strange, are the great events of Providence that have visited both sides of the Atlantic. Death has struck down the most noble man in each country. Wellington and Webster will live alike on the rolls of fame for ever—and exulting as an orator, the other in deeds of arms, and nearly related in one grand principle—the Love of Country."

The Speaker here paid an eloquent tribute to the memory of Webster. He treated the subject of his oration by taking a broad view of the character of the Duke—namely, as a warrior, a statesman, and a man. He dwelt particularly and eloquently upon his military achievements, and in drawing a parallel between Wellington and Napoleon, affirmed that whilst the latter displayed a sameness of tactics in all his battles—namely, attacking the weak point of the enemy's forces—thus in this respect the Duke was his superior, manifesting a diversity of military genius, which he scanned the details of all the great battles in which the Duke had commanded. He concluded the comparison as follows:—

"Wellington and Napoleon—the one who conquered for others, the other who vanquished for himself; the one oppressed, the other raised; one delighted to decide, the other might gain a battle; the other would not deceive even to prevent a defeat; one whose watchword was 'glory,' the other, 'duty'!"

The peroration was a beautiful tribute to the Duke, not only as the hero of "a hundred fights," and of Waterloo, but as a statesman of acknowledged capacity, a man distinguished by his many virtues, his great kindness of heart, and his unshrinkingly candid.—*International Journal*.

ANOTHER STEAMBOAT ACCIDENT.—The steamer *Buckley*, Belle, exploded her boiler in Every Lock, Marietta, on the Ohio River, on the night of the 12th, killing and wounding many persons. The boat was completely shattered to pieces. The frightful butchery is attributed to the gross carelessness of the engineers, one of whom, at the time of the explosion, was standing on the safety valve.

In the Debate on the Bill to Amend the Passengers' Act, Mr. Fitzgerald, in a speech pointed out the evils of the present system and the mode of improvement very plainly.—Now, when a man, desirous of settling on the Government lands, arrives in the Province, he has first to traverse the country and select a location, and, when he has found a place to suit him, give notice at the Crown Land Office, when it is advertised in the *Gazette*. At a delay sufficient to wear out the patience of most emigrants, it is put up to sale, and he is exposed to the chance of being outbid or having the price put up so high by some one, who, probably, has never before troubled himself about the lot, that he pays far above its real value. The emigrant should not be met with difficulties of this kind that to strangers, unacquainted with this country and its ways, without knowledge of the mode of proceeding, and, perhaps, incapable of making proper selections, must seem insuperable. The whole of the wilderness lands should be divided into townships and those subdivided into lots. The nature of the soil, the description of timber, &c., accurately noted, and then these lands should be disposed of in lots not exceeding a certain size, in offices kept open for the purpose of the principal seaports, towns, where the emigrants could apply at once and receive accurate and reliable information and such advice and assistance as would materially lessen the difficulties in their way. It is not enough that a man may squat on 100 acres of land as at present, and that he is, therefore, entitled to the right of becoming its purchaser, at 3s. an acre, though this is a great advantage to many and a decided improvement on the old system. It would be better far that a man could at once select a lot and become its legal owner, without fear of future trouble or annoyance. Between the freeholder, confident of his rights and laboring on a site that he knows to be his own, and the squatter on government lands, who, for aught he knows, may one day be expelled, there is a wide distinction. The one cultivates with a view to the future; the other, until he has secured a legal title and has ceased to be a squatter, works merely for the day. It is not difficult to determine which class of men will do most for the advancement of the country.

It can do little to promote the true prosperity of the Province, to bring into it for a season a number of emigrants of a class that is necessarily migratory.—Railway labourers and the like, who, the moment the Railways are finished, would be like themselves where other Railroads were about to be commenced. It will be much better, that with these, should come men who intend to settle in the country, and that means be taken to attach them to the soil, that they degenerate not into mere labourers and drudges, but, that being attached to the soil, they become a comfortable and dependant yeomanry, the free possessors of a

free land, a firm basis for the social superstructure.

The Surveyor General intimated that some such plan as the suggested is under consideration. We trust it will be matured in due season.—*Fredericton*.

LATER FROM AUSTRALIA.—Files of Sydney papers to July-7th have been received in New York. The gold discoveries are reported to extend in surface, and increase in richness of deposit. Fortunes are being made with great facility. Hundreds of English Emigrants are arriving daily from all parts of the world. Business was brisk, and provisions generally high.

The rains had been heavy, and a village, Gandigar, on the north bank of the Murumbidgee, was destroyed by a freshet on the 29th of June and between 60 and 80 lives lost. The town was completely ruined.

WINTER TRIPS TO EUROPE.—The Arctic sailed yesterday, with seventy-five passengers, for Europe. Among them was Thomas Baring, Esq., of the firm of Baring Brothers & Co., London. It was supposed, when Mr. B. came to the United States a month or two since, that his visit was connected with the fishery and Luba questions, as both these questions have been undisturbed except in Peru, we may take it for granted that Mr. Baring's mission was one of pleasure.—*N. Y. Herald*.

THE STANDARD.

WEDNESDAY, NOV. 21, 1852.

The leading topic in our Colonial exchanges for months, has been RAILROADS; and many and widely different are the opinions expressed and views promulgated upon this momentous subject. It is amusing, as well as instructive, to read these articles carefully, and note the sectional feeling, and local jealousy (unintentionally no doubt), which leaks out in them. They are quarrelling about lines which, as yet, have no existence, except in the brains of the writers, and discuss prices without understanding them. When offers are made for constructing Railways by men who thoroughly understand the business, and are possessed of ample means and credit, these sapient writers doubt the ability of the contractors. The following is a case in point:—Messrs. Sykes & Co. have made an offer to the Government of Nova Scotia, to build Railroads in that Province, at the rate of £1,500 sterling per mile, upon certain terms, some of the Halifax press flares up at once, because, forsooth, Mr. Jackson has concluded provisional contracts in Canada and New Brunswick for £6,500 per mile, the roads to be equal to the best Railways in England. In reply to our Nova Scotia contemporaries who doubt the abilities of the Messrs. Sykes & Co. to fulfil their engagements, common justice demands that their gratuitous assertions should not pass unanswerred. From the most authentic sources we learn, that these Gentlemen are *practised Engineers, eminent Railway Contractors, and men of Capital and Credit*; that they can refer to some of the leading Noblemen, Capitalists, and Merchants of Great Britain, where they have fulfilled larger contracts than it is probable they will enter into in America. They know that, in these Provinces, we do not want railways which will cost £30,000 to £40,000 a mile, with magnificent brick stations, and works; neither are such heavy rails required. What we require is good permanent railways, with plain substantial buildings and works—for business, not for grandeur or show. Such roads and buildings are suited to the wants of this country, and will be built by these gentlemen for the amount per mile tendered by them, as may be gathered from their offer to the Nova Scotia Government, which runs thus:—

"If deemed desirable, it shall when finished be subject to the approval of the Government Inspector for English Railways for the time being."

MR. ANDREWS & QUEBEC RAILROAD.—The work on the Railroad is carried on with spirit. We understand that wharves are to be erected at Indian Point terminus, and that larger and commodious buildings for station houses, &c. will shortly be commenced. We are also happy to learn, that the location of the line near Woodstock, under the direction of the chief engineer, A. L. Light, Esq., will soon be completed. The locomotive runs constantly between Chamecock and town. It is really pleasing to hear the steam whistle giving notice of the approach of the huge "iron horse."

Wood sells quickly at 20s. cord, potatoes 2s. 6d. to 2s. 9d., turnips 1s. 3d., hay £5 10 per ton, oat fodder £4 per ton, oat straw £2 15 0. Butter by the firkin, 1s. per lb.

The markets are well supplied with beef, pork, mutton, lamb, and poultry, which realize good prices.

We observe that a *second edition* of the article which formed our leader for last week, has been appropriated by our contemporary, the *Charlotte Gazette*, for his own use and purposes, and apparently forms his leader for this week. As we feel inclined on this occasion to deal generously with him, and in this respect we plead guilty to "not returning the compliment," we make him well-come to it, and do not mean to charge him with anything—again, we cannot return the compliment for the copy-right. The freely publishing and circulating it with editorial annotations was doubtless prompted by the lucrative intention of making as much as he could of it, something more than was in our power or disposition to accomplish; and as he evidently began by making little of it, we hope his gains will at least equal his own merits, and that although he has speculated upon a *second hand* article, he will suffer no more loss in the transaction than if he had disposed of the ownership of his young and promising "Thunderer" for the sum of—*to wit*—£200,000. We close, commending as we feel in duty bound to do, the spirit of repentance which has actuated our contemporary; to state publicly and fearlessly, that he would not descend to aspersing the character of individuals. May that spirit ever guide his goose quill, and replenish his ink-bottle! "Those living in glass houses should not throw stones."

FROX NEWFOUNDLAND.—The weather has been extremely wet. The new Governor has not yet arrived. The potato crop has been almost an entire failure. The electioneering excitement runs very high. An excellent copper ore has been discovered, and silver has also been found.

THE ST. JOHN FREEMAN, in reply to our rejoinder, that Messrs. Sykes & Co. did not make any proposition whatever to the European and North American Company to grade their road, repeats, that such an offer was made by those contractors, "having been sent to one of the Directors, and was rejected, as one too vague to be entertained."

We reiterate what we before said on the subject, and affirm with the utmost confidence we are correct—Messrs. Sykes & Co. did not at any time whatever make the proposal as stated by the Freeman.

The Freeman good naturedly observes, that "it is remarkable what an interest in the City of Saint John some good folks of St. Andrews and Woodstock have latterly manifested, and how desirous they are of taking charge of our concerns."

Wishing the *whole* Province well, we naturally take an interest in whatever may benefit St. John; and beg to advise the Freeman of the fact, (as our files will prove,) that we have advocated for a long period of time the construction of a railway which would connect St. John with the great cities of the Colonies and United States; and further, if he will apply to the former editor and proprietor of the Standard, he will probably show him that he was the first writer in this Province who advocated the European and North American Railroad. In our observations upon the terms of the contract with Mr. Jackson, we were by no means actuated by a desire to attempt to ridicule the contract; we wish to see the work commenced, but after all, cannot help thinking that Mr. Jackson has made a most excellent bargain for himself and associates.

People in the Country, requiring Children, Apprentices or Servants, will do well to read Advertisement—by H. M. G. Emigration Officer, M. H. Perley, Esq.—in another column.

The new Telegraph Line, called the Grand Trunk, from Quebec to Detroit, is progressing steadily in construction. Last week the submarine wire was laid down, through Bay Quinte, and works admirably. It was made in London. Messrs. Snow & Dwight have received seven miles of it, for various portions of the new line. It weighs a ton to the mile. Between Montreal and Quebec the line is to run by way of Richmond and there intersect a new line to Portland and Boston.—*Montreal Pilot*.

We learn that the Hon. James G. Hoyt, one of the Justices of the Supreme Court, for this district, has resigned his seat upon the bench, and accepted the office of Superintendent of the Buffalo and New York City Railroad. The reason for this step may be found in the fact that the Company offer him a salary of \$4,000 a year while his pay as Judge was only \$2,500.

ANOTHER GIANTIC RAILROAD PROJECT. The Washington Republic says that there is a projection in embryo for a railroad from Minnesota to New Orleans, to compete with the Mississippi throughout its course, and joining in close fellowship, the six months of snow of Lake Superior, with the perpetual summer of the Gulf of Mexico.

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FROM BERMUDA.—The Hamilton Bermudian says, that the second crop of potatoes of the present year is in a luxuriant condition, and promises to be the largest autumn crop that has ever been raised in that island.

The appointment of Sir Alexander Bannerman to the Governorship seems to give general satisfaction. His loss will not be much felt in Prince Edward's Island.

MARRIAGES.

On Saturday 20th inst., by the R. v. Mr. Sewell, Mr. Charles Power, (Co. of Waterford, Ireland,) to Emily, youngest daughter of the Hon. Harris Harb, of St. Andrews.



NOTICE TO PERSONS REQUIRING DOMESTIC SERVANTS.

GOVERNMENT EMIGRATION OFFICE, St. John, N. B., 19th Nov. 1852.

A COMMUNICATION having been received from Lord Courtenay, stating that there are in the Central London and North Surrey District Schools, a number of Children of both sexes, qualified, and many of them candidates for emigration.—It is requested that persons in all parts of this Province, who may desire to receive Children from 12 to 16 years of age, about May next, will give notice to the undersigned before the 20th December by letter pre-paid, stating the numbers, age and sex of such children as they may desire, and the nature of the employment for which they are required, in order that suitable arrangements may be made for the emigration to this Province of a sufficient number of those children next season.

M. H. PERLEY, H. M. Emigration Officer.

Nov. 24—1m.

NOTICE.

THE Annual Meeting of the "St. Croix Agricultural Society," will be held at Mr. Wm. Johnson's Hall, in St. Stephens, on Saturday the 27th inst., at one o'clock p.m. After the meeting, there will be a FARMER'S DINNER, at the "Saint Stephens Hotel," at half past three, same day.

GEO. S. GRIMMER, Secretary.

NOTICE.

THE Subscriber having closed his business at Chamecock, requests all persons indebted to him to call and settle their accounts.

N. SMART, St. Andrews, Nov. 16 1852.

NOTICE.

THE Subscriber having leased the Blacksmith's Shop from Mr. Smart, at Chamecock, respectfully announces that they will continue the Blacksmith business in its various branches, and trust by attention and care to merit a share of public patronage.

J. C. BECKWITH, JAS. MCCOUBRY.

Chamecock, Nov. 16, 1852.

CROWN LAND OFFICE, Nov. 9, 1852.

THE right of Licence to cut and carry away Timber and Lumber from Berths applied for by the following persons, in the unmentioned situations, will be offered for sale by Public Auction at this Office, on Wednesday the 24th of November instant. Sale to commence at noon.

(Surveyed Lots of Land heretofore applied for, and improved to the value of ten pounds, are excepted.)

In the event of competition the purchaser will be required to make payment within half an hour after the berths advertised have been offered, and in case of default, the berths not paid for will be offered for sale again immediately.

No. Name. Sq Miles. Situation.

366 John Leeman 2 Monks' river

369 Meriel Whittier 2 Clarence Hill

R. D. WILMOT, Sec. Gen.

Flour, Sugar, &c.

Nov. 2nd 1852.

NO arrive, per DEFIANCE from BOE.

14 Hds. Muscovado Sugars,

100 Bbls. Canada Superfine "Fancy" Flour.

5 Qr Casks Sherry Wine,

5 Do. Burgandy Port,

10 Bundles Printing Paper,

5 Pouchons Alcohol, 85 pr. ct. O. P.

Es. 1/2 from Liverpool, via St. John,

1 Hhd. fine "Old" Jamaica Rum,

Es. Schooners "Favorite" and "Spray" from Saint John.

15 Hds. Prime retailing Molasses.

J. W. STREET.

THOMAS F. HARLEY, grateful for

the liberal encouragement he has continued to receive at his Day School, begs leave most respectfully to inform his friends and the public, that he intends opening an EVENING SCHOOL on Monday, November 15th, at his School House in Queen-street. Terms, 1s. 3d. per week; pupils to find their own stationery, &c. Hours of attendance from 6 to 9 o'clock, Saturdays excepted. Early application is indispensably necessary.

Nov. 10, 1852.

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