European Intelligence.

From papers by the America.

RIOT AT TAMWORTH.—The Protectionist landlords in the neighbourhood of Tamworth having, a few weeks since, determined on getting up a small agitation in that district of Staffordshire and Warwickshire, with the view to advance their peculiar grievances, the affair came off last evening, and, as was anticipated, it led to a serious breach of the peace: from nine till twelve o'clock at night the town was in possession of the mob; a very large number of persons were seriously injured; a considerable amount of property has been dastroyed; and a great deal of ill feeling has been originated, which it may take a long time to eradicate, between the trades people and mechanics, and the farmers and their friends. About a dozen of persons were taken into custody by the Protectionist party, but it seems to be doubtful whether any of them were concerned in the disturbances.

The tenants of Sir Robert Peel, with the exception of about twenty, abstained from attending.

The election for the Isle of Wight terminated on Tuesday, in the return of the free-trade candidate, the votes being—for Mr. Dawes, 569; Captain Hammond, 476. A similar result took place at Hardwick on Wednesday, the number of votes polled—for Mr. Crawford, 133, and for Mr. Prinsep, 127.

Taking the 'Tablet' to be the recognised organ in Ireland of the Court of Rome, there is no longer, it seems, a shadow of doubt with respect to the accuracy of the last intelligence from the Holy City, to the effect that the decree of the Synod of Thurles has been ratified by the Sovereign Pontiff, and that the doom of mixed education has been finally sealed.

The late advices from Rome give an unfavourable account of affairs in that City. The French troops and those of the Pope are constantly embroiled, and street fights between them are almost of daily occurrence. No confidence in the stability of the Government of the Pope is entertained; the Republicans are evidently biding their time.

With regard to the prospect of liberation, for Kossuth and his colleagues, nothing further has transpired, except that parties who may be supposed to represent the Austrian view of the matter, assert in a taunting and confident way, that their friends may give up all idea of their early release.

Several Scotch and English capitalists have lately taken extensive farms of land on the property of the Marquis of Sligo, in the Westport Union, and other parts of Ireland, whereupon they purpose building residences and rearing large numbers of stock.

FRANCE.—The Legitimists are making every effort to attain their desired revision of the constitution.

The expeditionary corps in Africa has suffered a loss of 306 killed and 1331 wounded, in a conflict with the Kabyles. The latter were defeated with the loss of 437 killed and 1200 wounded. Twenty-two villages had been burned, and several tribes had made their submission.

AUSTRIA.—A great sensation has been created in Hungary by the arrest of the Countess Teleky and her companion Madame Erdely, at Belfaloo. They have been ordered for trial by a Court Martial, at Peterwarden. It is said that the Countess has been the medium of a correspondence between the refugees in London and Asia Minor, and their partizans in Hungary. Some of this correspondence has been seized.

It is stated that Prince Christain, of Glucksburg, is to succeed to the throne of Denmark.

DENMARK AND THE DUCHIES.—A telegraphic despatch from Flemsburg, of the 14th inst., states, that the Court of Copenhagen has proclaimed an amnesty for the Duchy of Schleswig. Excluded from its benefits are the Duke of Auguestenburg and his family, M. Beseler, and thirty-three persons who have taken a leading part in the late insurrection, unless they make a special appeal to the King's grace.

INDIA AND CHINA.—A telegraphic despatch furnishes dates from Hong Kong to the 10th March, and Bombay to the 17th April.

Some late disturbances in the province of Kuangsi have had a deteriorating influence on trade at Canton.

Rumours are still afloat of an expedition against the Affreedees. The Wuzerees, on the borders of the Desert, are still very troublesome. Dost Mohammed has, it is said, invaded Bokhara, and taken the city of Balkh.

A commission has been appointed to enquire in to the mal-practices of the Bengal commissariat.

A deficit of more than £3000 has been discovered in the Bengal Military Orphan Fund.

The States of Oude and of the Nizam are in a state of anarchy. No Minister has been appointed in latter state.

ITALY.—The disturbances between the Roman and French soldiers still continues.—The French authorities in Rome have caused 10,000 rations and a large supply of ammunition to be taken on to the castle of St. Angelo.

AUSTRALIA—IMPORTANT FROM VAN DIEMAN'S LAND.—By a recent arrival from Hobart Town we learn that an important meeting had taken place at Pert Philip of the various delegates appointed by the public meetings held at the several Australian colonies for the purpose of adopting measures to prevent the further introduction of convict labour in those settlements. At the above meeting of delegates it was unanimously resolved that resolutions be drawn up by which the colonies pledge themselves to employ no convict labour after the present time, nor to hold any communication or have dealings with any who shall employ such labour.—It was also resolved that a sum of £20,000 be raised by public subscription to carry out the object of the meeting. Before separating the delegates drew up an appeal to the people of England, calling upon them to co-operate with them in their anticonvict agitation.

CANADA.

TORONTO, June 7.

Last night after the report left, the House was engaged for several hours in discussing Mr. Merritt's resolutions, on which to found an address to the Queen, praying that the British Parliament will impose on the production of foreign countries imported into England the same duty, these countries levy on the productions of British colonies Mr. Merritt denounced the scheme of closing our canals against American vessels as futile and calculated only to exite the ridicule of American statesmen. He believed England would have no objection to his proposal as it only saught an extension of the principal of reciprocal imposts contained in the navigation Act.

Mr. Robinson proposed a series of resolutions in amendment, in favor of differential duties, to encourage the trade of the St. Lawrence, and to ask England to put a small fixed duty on foreign grain.

His principal objection to Mr. Merritt's resolutions, was their stating that Canada does not require protection, a system which he contended it was our true policy to adopt.

The Inspector General said he would have no objection te join in an address that would attract the attention of the protectionists in England; but he contended that Mr. Merritt's resolutions would be ridiculed by both parties. If retaliation became necessary, the closing of our canals was the last policy that could be adopted, it would make up for the loss of the canal tolls by attracting a large trade to the St. Lawrence.

Mr. Cayley was in favor of asking for the restoration of protection in the English markets.

Messrs Stevenson, Sherwood (Brockville) and Helmes, were in favor of differential dutie.

Mr. Holmes proposed to abolish the Customs Department, and borrow a million and a half to carry on the government for three years, and the canals might be made to yield a sufficient revenue for all provincial purposes.

The debate was postponed for a fortnight.

COMMUNICATION.

HALIFAX & QUEBEC RAILROAD.

To the Editor of the Standard.

Sir,—I have lately read with much pleasure the Hon. Joseph Howe's speech at Southampton in England, and at Halifax, and St. John, N B, on the all important subject of a *Grand National Railway* from Halifax to Canada. I conceive this one of the most important measures ever brought before the British public—a measure fraught with *consequences*, that ages and ages unborn will hail with blessings on its promoters; and I verily believe that this work is by direction of an overuling Providence, and that Mr. Howe is an instrument to consummate the design.

It would be futile and extremely absurd, to attempt to advance an idea of the important results to England and the B. N. A. Colonies from the construction of a Railway from Halifax to the Pacific, through Nova-Scotia, New Brunswick and Canada, to Vancouver's Island, all on *British ground*. Time will complete this line of Railway I have no doubt. Mr. Howe finds no dificulty at Halifax nor will he in Canada, but New-Brunswick is in part opposed to it; yet I hope a plan will be proposed by Mr. Howe, that all the British Provinces will be united in this grand scheme. Suppose a line of Railway from Halifax to the Bend of Peticoudiac, from thence to the coal mines at the Grand Lake on the river St. John, thence near Fredericton, (the seat of government of New-Brunswick,) thence by the valley of the Keswick, to cross the St. John below or at Woodstock, and unite with the St. Andrews and Quebec Railroad. It is my belief, that all parties may be *united* in this line, as by reference to the map it will be seen that a branch can be made from Fredericton to St. John, also to Miramichie and Bay Chaleur. This would place the City of St. John in direct communication with Canada, by the shortest possible route; a line could easily be made from the St. Andrews and Quebec Railroad where it was intersected by the St. John branch, to Bangor in Maine. Besides, the line from Halifax to Quebec would then be 100 miles shorter than the one proposed via Bay Chaleur, as surveyed by Major Robinson. Again, the short line from St. John to Quebec, via Fredericton and Woodstock, passes over a remarkably level country and fine land, and would accommodate all parties. Another great point gained, would be that the line from the Bend of the Peticoudiac to Woodstock can be made at half the cost that the Major Robinson line can be constructed for.

I am decidedly in favor of supporting Mr. Howe in the great work, and hope the people of this Province will not let the generous offer of Great Britain slip through their fingers. Five millions of money is more than is needed to build a Railroad from Halifax. A line from Halifax through the centre of New Brunswick to Quebec, is not more than 530 miles, which, at £5,000 per mile, for a single tract, would be £2,650,000; and suppose it cost £4,000,000, at 3½ per cent., it would be £140,000 per annum. Now let Canada guarantee £60,000 per annum, New Brunswick and Nova Scotia £40,000 each per annum, and then we will pay the interest of £4,000,000 without cramping our trade and withdrawing from its legitimate channel our circulating medium; besides, will not our Province benefit by the duties on importation of goods to make this line? Yes, Sir, more than will pay the interest of the £40,000 during the building of the road. Will any one attempt to deny, that the line will not pay more than 3½ per cent. after it is finished. I think not: the Crown lands will be increased in value, and other lands in proportion. I therefore cannot believe for a moment, that there is any man in this Province who is so stupid as to reject this great boon offered the Colonies by the Mother Country. That Mr. Howe may be successful in his mission, is the hearty wish of your obedient Servt,

A COLONIST.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, *June* 18, 1851.

St. Andrews & Quebec Railroad Company.

John Wilson, Esq., President.
Julius Thompson, Esq., Manager,
S. H. Whitlock, Esq., Secretary.

The Board of Directors meet every Thursday for the transaction of business.

Charlotte County Bank

HON. HARRIS HATCH, President.
T. B. WILSON, Esq., Solicitor.
Discount Day—TUESDAY.
Hours of Business, from 10 to 2.

☞ BILLS and NOTES for Discount must be lodged with the Cashier, on or before MONDAY otherwise they must lie over until next week.

Alms and Work House.

Commissioners—Robert Ker, C. Dimock
John Lochary, D. Bradley, Henry O'Nea

Saint Stephens Bank

WM. TODD, Esq., *President*.
Discount Day—SATURDAY.
Hours of business, from 10 to 1.

☞ Bills and Notes for Discount must be lodged with the Cashier, on or before FRIDAY, otherwise they must remain in his hands until the following discount day

RAILROADS.—We have devoted a large space in our present number, to original articles on this all important subject. On our first page is published an able article from the pen of our friend Q. C. D., whose views with respect to Railroads, their probable cost and returns, have been generally copied by our contemporaries, and admitted to be sound We entirely agree with him, that, if the tenor of the despatch from Earl Grey had been maturely weighed by the House of Assembly, it would have been found in harmony with the system of inter-colonial railroads, recently suggested by our old friend Mr. Wightman. Our correspondent, Q.C.D, in a letter before us, alluding to the meeting of delegates at the convention now being held at Toronto, observes:—

"In the event of an agreement between the upper and lower Colonies, on a line of railroad connection between them, wholly through British territory, it is understood that the proffered assistance of the British government will enable them to obtain a loan in England to the amount required, and for as long a term of years as may be required, at an interest of 3½ per cent.—or that, by paying an annual interest of 6½ per cent. for twenty-two years, both principal and interest would, at the end of that time, be paid off.—In the present financial condition of these Provinces, the better course would be to make an arrangement to pay an interest of 3½ per cent. for some ten or fifteen years, and then to commence paying an interest of 6½ per cent. for the 22 years, at the end of which, adding the ten or fifteen years, the loan would be paid off. This arrangement would enable the parties concerned to expend nearly double the amount they otherwise could do, without any additional pressure on the revenue of either. In the mean time, a sufficient time would be allowed for the completion of the enterprise, and for a revenue to be derived from the road itself in aid of the payment of the 6½ per cent. without any increased burden on the ordinary sources of revenue. In the meantime also, the expenditure of so large a sum of money would bring into the Colonial treasuries an increase of fiscal resources. There would be an increase of population, and consumption, and of the value of public and private property. An impetus would be given to the existing industries of the several Colonies concerned, and new ones would speedily spring up. The consummation of such a work would form an entirely new era in the history of the country, and be full of hope in the future, which all experience assures us would not be disappointed.—If the parties interested do not come to an agreement satisfactory to all, and unnecessarily burthensome to any, it will be, not because there is any thing difficult in the subject itself, but from some obliquity of intellect, or perversity of temperament, of some of them. That that agreement should be, in its main features, has already been indicated in a previous letter."—[This letter will be found on our first page.]

We beg leave to direct attention to the remarks of our correspondent "A COLONIST," as well worthy of consideration. Should his views be adopted, based as they are upon a knowledge of the country, railway statistics and construction, all parties may be satisfied, and the munificent offer of the British Government accepted by the Provinces. There is no fear of these Colonies having too many railroads; the great trouble is to get even one in operation—and, if we look to our own interests, we will strain every nerve to connect Nova Scotia, New Brunswick and Canada, by an iron band, or railroad. Our interests will then be united, our wilderness will "blossom as the rose;" millions of industrious people will flow into our Provinces, where land is plenty and cheap, employment will be certain, and we may then look for a union of the Colonies, and rejoice in the name of the Great British North American Confederacy.

RAILROAD MEETING.—The meeting of the Stockholders of the St. Andrews & Quebec Railroad Company, which was adjourned from the 6th May to the 17th June, was held yesterday in the Town Hall. In our next number, we will publish the official proceedings and Report.

Owing to a want of time, we have been unable to transcribe our notes of Mr. Howe's speech; which we regret, but we intend republishing his addresses, commencing with his speech at Southampton, "on the importance and value to Great Britain of her North American Colonies."

THE FACILITY BILLS.—We learn from undoubted authority, that the Facility Bills passed, at the last Session of the Legislature, with reference to the construction of the European and North American Railway, and of the St. Andrews and Quebec Railway, had not received the Royal Assent up to the 31st ult., when the Mail left England. The statement that these Bills had been assented to, which has lately gone the rounds of the city papers, was incorrect."

[The above is copied from the New Brunswicker, and we know the information is correct.—ED STANDARD.

EUROPEAN AND NORTH AMERICAN RAILWAY.—The New Brunswicker of Saturday says:—

Robert B. Dickey, Esq., of Amherst, Nova Scotia, and Messrs. Robert Jardine and George Botsford, of New Brunswick, returned from Portland in the Admiral yesterday afternoon, where they attended a meeting on Wednesday last of the general executive committee, appointed at the convention in July last, for the provisional management of the enterprise. We are informed by one of the gentlemen, that the promoters of the scheme have had gratifying assurances of liberal aid towards the undertaking from capitalists in Boston, New York, &c., and that it has been determined to commence the work in a short time.

TRADE OF NEWFOUNDLAND.—It may astonish some of our readers to learn that the amount of property, entered at the Custom-house in this port during the last six or seven weeks reaches very nearly to £200,000—a sum which shows the immense trade of the place, which for the size and population of St. John's, stands unrivalled, we should think, in all the American colonies, if not all other places beside.

MORE STEAM.—There is now laying at the foot of Duke Street, a splendid little Steamer, owned by Messrs Hatheway, Small and Tapper. The boat is built by Mr. Dow, and the engine by Fleming & Co. The vessel is a beauty, and we feel assured that the engine from the hands of our old friend Fleming, cannot be excelled in any country Who now will be sceptical as to the ability of our mechanics'. She is just the size for the route between this and Hampton, and we trust will be so employed. She is to be commanded by the favorite Captain Moses Akerly, and has our hearty wish for success.—[Chronicle.

THE COMING EXHIBITION.—We are pleased to find that many of our Mechanics' are busily engaged in preparing specimens of their craft for the Exhibition to be held in September next, in the Institute. We hope by that time that Mr. T. Turnbull will have finished his newly invented Velocipede, which the News says will run thirty miles per hour. Let those beat this who can.—Ib.

A number of the inhabitants of Montreal have petitioned the Governor General to take into consideration the propriety and feasibility of constructing a ship canal from the river St. Lawrence to Lake Champlain. The memorialists show the great amount of business now doing on the Ogdensburg Railroad, and think that, if counteracting public works be not constructed in Canada, the revenues of the Canada canals will be materially impaired, and her commerce injuriously affected.—[New-Brunswicker.

Masschusetts is the fifth state, in representative population. Only New York, Pennsylvania, Ohio and Virginia are ahead of her. Tennessee and Kentucky slightly out number Massachusetts in their aggregate population, but counting five slaves as three free people, their representation in the House is brought down below that of Massachusetts.

DEATHS.

On the 10th inst., Harry Lytchett, infant son of Capt. James, aged 16 months and 7 days.

On Saturday morning, Elizabeth, daughter of the late Mr. John Maen, aged 25 years, much and deservedly regretted by all who had the pleasure of knowing her.

At Saint Patrick, on the 15th April, Mr. Michael Harman, aged 67 years; a native of the County of Tipperary. Mr. Harman came to this Province in 1818, and has left behind him a large progeny to lament their loss He served for 16 years in the British Army.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

—ARRIVED.—

June 2d.—Barque Belle Kate, Crowder, Liverpool via Bucksport—D. & T. Wetmore, ballast.

8th.—Brig Isabella, Taylor, New York—to order, ballast.

12th.—Barque Malvina, Gales, New York—to order, ballast.

Schr. Utica, Melvney, Boston—J. Lochary, and others, assorted cargo.

CLEARED.

June 11th.—Barque Teutonia, Lang, Hull, deals—H. Frye & Co.

12th.—Am. Ship Arcadia, Jordan, Liverpool, deals—Wheeler & Co.

Arrived at St. Stephen.

June 7th.—Brig Indus, Richan, Boston.—W. T. Rose, ballast.

9th.—Brigt. Perseverance, Crowell Boston,—W. Todd, ballast.

10th.—Brigt. Charlotte, Merritt, Boston,—Z. Chipman, ballast.

Brig Sceptre, McQueen, Halifax—Z. Chipman, ballast.

Barque Grace, Moatn, Eastport—Z. Chipman, ballast.

12th.—Am. Brigt. Calais, Hoyt, New York—flour, corn. &c.

13th.—Am. Ship Holyoke, Payne, Boston—ballast.

Cleared at St. Stephen

June 7th.—Prussian Barque Aarchibald, Wilcke, Liverpool, deals—W. T. Rose.

11th.—Barque Clyde, Mills, Liverpool, deals.—Z. Chipman.

13th.—Brig Charles Hammerton, Cawman, Cork, deals—W. T. Rose.

Am. Brigt. Calais, Hoyt, Calais, flour and corn—Barnard & Pike.

Arrived at Gloucester, May 19th, Mary, from St. Andrews.

Sailed from Liverpool, May 17th. Home, for St. Andrews.

Advertised at Liverpool, June 1st, Reciprocity, for New Orleans.

Spoken, May 12th, lat. 43 56, lon. 34 35, ship Cambria, from New Orleans, for Liverpool.

A SPECIAL SESSION,

WILL be held at the Office of the Clerk of the Peace, on Saturday next, at 12 o'clock, noon, for the purpose of passing Rules and Regulations to prevent the spread of Infectious Distempers.

By Order,
W. HATCH,
Clerk.

St. Andrews, June 17, 1851.

Saint John's Day.

The Members of
HIBERNIAN LODGE, No. 318.
under the Grand Lodge of Ireland, will assemble at their Lodge Room, in Water Street, on TUESDAY NEXT, the 24TH INSTANT, at 10 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.

June 16.] A. W. SMITH, Sec'y.

Grocery & Provision Store.

JOHN B. BALSON,

Respectfully announces to the inhabitants of St. Andrews, and vicinity, that he has opened the store next Pheasent's Hotel, where he has received a fresh supply of Groceries and Provisions, suitable for this market,

—consisting of—

SUPERFINE FLOUR, in bags and Barrels; Fancy Biscuit, Meal; Tea, Coffee, Brown and crushed Sugar, Molasses, Mould and Dip Candles, Brown and Fancy Soap, Fine and coarse Salt, BARLEY, Mustard, Pepper, Ginger, Allspice, Salaratus, Nutmegs, London Pickles, Pepper Sauce, Lemon Syrup, CONFECTONERY, Dates, Tobacco, Cigars, Snuff, Pipes, Starch, Button Blue, Blacking, Baking and Washing Soda, Boots and Shoes, Pails, Brooms, &c. Which, together with a great variety of other articles, will be sold at the lowest prices for cash.

ALSO, in Store,—
Coils of CORDAGE, a lot of Grind Stones, &c. &c.

St. Andrews, June 17, 1851.

NOTICE.

ALL persons indebted to the estate of the late ABNER HILL, deceased, are requested to make immediate payment to either of the undersigned; and all persons having any claims against said estate, are requested to present the same within three months from date.

George S. Hill, Executor.
Mary Hill, Executrix.
James Albee, Executor.

St. Stephen, June 10, 1851.

Original issues in Poor Condition
Best copy avail