

SUMMARY OF NEWS.

Important to Merchants.—It perhaps may not be generally known that the additional duty of one fifth imposed upon goods imported into this country in consequence of the various which refuse reciprocal advantages to British shipping was not repealed by the legislative measures on the navigation laws. Belgium is one of the countries which yet refuses reciprocal advantages, and in consequence, a cargo of refined sugar lately imported into Liverpool from Antwerp was subjected to the extra duty of one fifth, and the Lords of the Treasury refused to admit to entry the sugar so imported except at the additional rate of duty.—*Liverpool Mercury.*

Sir John Cam Haldhouse, Bart., is created a peer by the title of Baron Broughton de Gifford, in the county of Wilts.

Joanna Baile, the celebrated poetess, has just died near London at the age of 89.

Cardinal Wiseman's mother died on the 7th instant, at the house of her daughter, Countess Gabrielle, at Fano, Ancona.

In the Court of Queen's Bench, on Friday, an action was brought against one Mr. J. T. Donohoe, an attorney, for breach of promise of marriage, the fair plaintiff being a Miss Adelaide Russell of Barnstable. The jury returned a verdict for the plaintiff, damages £800.

The *Caroline* states that the crystal palace was visited by an immense concourse of persons on Sunday—probably not less than 100,000. It was accompanied, by a communication, that, from two to five o'clock, 22,492 persons entered at the gate opposite Appleby-house, and 21,611 through Cumberland-gate.

NEW-BRUNSWICK. PROVINCIAL PARLIAMENT.

HOUSE OF ASSEMBLY.

Extracts from the Journals.

March 10th.

The Committee to whom were referred the Petition of Richard M. Goss: Reported.—This is the fourth time this Petition has been before the House: Three Committees before the present one have reported against the claim. Your Committee have again, however, carefully gone through all the papers and documents connected with this case, and can only express their surprise that this claim should be pressed with such pertinacity on the Legislature, as it is the opinion of this Committee that the claim ought never to have been made, and can never be sustained.

The Petition of Thomas Moser, Deputy Treasurer at West Hill, praying compensation for losses sustained in being obliged to remove his Office from Dawson Island to Camp Boleet: This Petition is not certified, and is not recommended by the Treasurer. Your Committee cannot recommend any relief to the Petitioner.

The Petition of James H. Whitlock, acting Landing Warden and Searcher at Saint Andrews, praying a Legislative Grant to compensate him for services in discharging increased duties of his office: Your Committee cannot recommend the prayer of this Petition.

The Petition of James W. Street, of Saint Andrews, setting forth that he had shipped a Cargo of Lumber in the Barque "Volant" for Miranosa, in 1819; that he signed a Bond for £1000. Export Duty, and paid £37.1.1 Light House, and Bagg and Beacon Duties, which he prays may be returned under the Act of Assembly 5 Vic. chap. 100:—ordered to be paid.

The Petition of Zachariah Chipman, of the County of Charlotte, praying return of Export Duty on a Cargo of Lumber, ordered to be paid.

The Petition of George M. Porter, praying return of Export Duty paid on a Cargo of Lumber, ordered to be paid.

The Petition of John Wilson, of Saint Andrews, praying a Grant towards the further improvement of Dark Harbour, in the Island of Grand Manan: Your Committee recommend that a Grant of £250 be made for this purpose.

The Petition of Cochran Craig, Joel Jagerspill, and one hundred and twenty five others, praying that the Island of Grand Manan may be made a Free Port: Your Committee consider this subject too grave an one to be hastily entertained, and recommend that for the present no action should be taken upon it.

March 20, 1851.

The European and North American Railway Facility Bill has passed the House almost unanimously.

The Attorney General introduced the measure—spoke of the great advantages of the road—said the country was now behind the age—his reasons for changing his opinion as to details was, that this was the only way in which the Province could aid the undertaking and incur an additional liability.

The Speaker would support the Bill as it was most popular; was opposed to the Government owning Stock; he would prefer their loaning money and taking security.

Mr. Gray spoke two hours, produced statistics to prove that the road would pay and the Province incur no risk.

Mr. Gilbert prayed the House not to pass the Bill as it would ruin the Country, and read from the Illustrated News of the year 1848 to show that Railroads were ruinous in England.

Mr. Montgomery was in favour of the Road, but thought the Province could not afford the sum, and was opposed to the Government taking stock.

Mr. Robinson showed that the English Great Western Railroad, the most expensive in the World, now paid 44 percent.

Mr. Crane supported the Bill, said what he saw offered by railways in England and the United States—and he had taken stock.

Mr. Taylor was in favour of the Bill, said

it was a stupendous undertaking, and asked what Nova Scotia would do?

Mr. Ritchie showed the benefit it would be to the farmer—and if the Government had proposed a mortgage, he would repudiate such assistance. Nova Scotia would build her share now, even if she never intended to do so before; he believed the only difference there was about the best mode of proceeding.

Mr. Esrie was opposed to the Bill read as ruinous, but felt it was going.

Mr. Gordon said the sum was too large, but was in favour of the principle.

Mr. English said his experience led him to know that Rail roads would be ruinous, still he would support his brother through generosity.

Mr. Needham spoke in favour.

Mr. Baillie opposed, said the sum was too large, that the Province could not afford it.

Mr. Hamilton was glad to see the public opinion so far advanced, he had signed the former Report, believing the Railroad would be the means of elevating the country, but would oppose the Government having any control.

For the Bill—the Speaker, Attorney General, Panslow, Rankin, Hamilton, Baillie, Chipman, Scrimgeour, Gordon, Reid, Taylor, Wilford, Barclay, Tilly, Ross, Spies, Taylor, English, Beardsley, Ryan, Tandy, McLeod, McPhail, Fitzgerald, Robinson, Gray, Wilmet, Cudde, Hayward Johnson, Storer, Needham—62.

Against—Gilbert, Montgomery, Pickard, Esrie, Barbare—5.

Friday March 21.

ST. ANDREWS RAILWAY FACILITY BILL.

The House went into Committee on the St. Andrews Railway Facility Bill, introduced by Mr. Street, who explained the subject at some length, showing what had been done thus far, and what are the present prospects of the Company. Mr. Goss opposed the Bill in toto, as a duty bound; and Mr. Baillie followed, in support of it, stating a large amount of statistics, which went to prove the practicability of the undertaking.

Mr. Beardsley next spoke in favour of the Bill. Mr. Street followed, and expressed himself opposed to the Bill. He thought it would not prove remunerative, and would not involve the Province any further in Railway schemes. Mr. Taylor was the next speaker, and he approved of the Bill, feeling convinced that the Railway would prove profitable to the Country. The question, after some further remarks was put, and the Bill passed, 27 to 11. The names were—

In favour of the Bill—

Hon. Messrs. Street, Speaker, Panslow, Rankin, Hamilton, Baillie, Chipman, Scrimgeour, Gordon, Reid, Taylor, Wilford, Barclay, Tilly, Ross, Spies, Taylor, English, Beardsley, Ryan, Tandy, McLeod, McPhail, Fitzgerald, Robinson, Gray, Wilmet, Cudde, Hayward Johnson, Storer, Needham—62.

Against the Bill—

Messrs. Ritchie, Esrie, Barbare, Gilbert, Montgomery, Pickard, Esrie, Barbare—5.

March 21, 1851.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, MAR. 26 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.

St. Andrews & Quebec Railroad Company.

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

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.

LATER

European Intelligence.

The American steamship Franklin arrived at New York on the 22d inst., and the Arctic on the 23d. The news is interesting. We are indebted to the New Brunswick for a synopsis of the intelligence.

The Duke of Wellington having recommended Queen Victoria to recall Lord John Russell, together with his associates of the Ministry—on account of the policy of Lord Stanley to a Protestant Administration—the Whig Premier had again resumed the reins of power, and his intention to take place in the construction of the Cabinet. The old members accordingly held their offices.

The Arctic ran down a vessel off the Mersey—nothing ascertained as to name or destination.

The Cotton Market had received 1-6 per lb.—during the week ending 8th March. Flour negotiated, American 6d cheaper per barrel.

Accounts have been received in England from the Cape of Good Hope, which have been partially anticipated here. The English papers contain detailed accounts of the insurrection among the Caffirs at the Cape, and acknowledge that in some severe engagements between the rebels and the British troops, the latter have sustained serious losses.

FRANCE.

On Saturday the 24th inst., the Assembly debated on M. Creton's motion, the object of which was, to open the doors of France to the two Branches of the House of Bourbon.

The debate was suddenly brought to a conclusion, by a speech from M. de Franche, in defence of the execution of Louis the Sixteenth. This speech disgusted the whole of the Assembly, so much so, that a proposition to adjourn for six months was carried by a large majority.

Paris is tranquil, and the populace are engaged in the amusements of the Carnival.

AUSTRIA.

A general amnesty has been granted by the Austrian Government to the Hungarian Refugees at Kutayah. Eight of these, among whom Kossuth, formerly escaped, Demetrius, and Constantine, under the protection of the French Ambassador.

HOLSTEIN.

Austrian troops are preparing to occupy Wismar and Neustadt. The Holstein troops, hitherto in those localities, will remove.

Rumours are afloat of an offensive and defensive alliance between Austria and Denmark.

IMPORTANT FROM INDIA.

The China Overland Mail brought intelligence from Bombay to the 31st ult. The provinces were tranquil, with a prospect of remaining so. Sir Charles Napier left Bombay with this mail. At Ava, a confederation has consumed two hundred houses! At Cangoora, a fire has occurred, consuming property to the amount of £200,000! Several ships were burnt to the water's edge.

Two thousand five hundred persons died of Cholera at Bombay lately. The mortality of the month is nearly 3000. Sickness in the Punjab is fast increasing.

The Chinese authorities have captured the Pirates who murdered Mr. Fasset, the Spanish Missionary, and beheaded twenty eight of them. The news of the death of Commissioner Lin, is confirmed. While the Government seem to have prevailed over the insurgents in one district, a fresh movement has taken place in the island of Hainan, where 10,000 insurgents are in arms. One body of imperial troops, sent to suppress the insurgents, joined them, and a second body, sent for that purpose, were dispersed.

ST. ANDREWS & QUEBEC RAILROAD FACILITY BILL.

It is with feelings of pleasure that we state the Bill passed the House of Assembly on Friday last by a large majority, the vote being 27 to 12, as announced in our extra of Saturday, from a Telegraph Despatch. The Bill has yet to pass the Council before it becomes law, but of this we have no reason to entertain a doubt, as that part of the Government has now expressed itself favorably to our Railroad, as being the great link to connect the Upper and Lower Provinces, and thereby become the main trunk line of rail, way between Quebec and the nearest Atlantic port, St. Andrews. We look forward to increased efforts on the part of the Directors to push on the work with a degree of vigor which will infuse new life into our population, and give them remunerative employment which is much required at present. They have been contending with the promise, "there's a good time coming," and will patiently "wait a little longer," the good time we trust is at hand, when those who have borne the burden and heat of the day will receive their reward. The rails &c., which arrived in the "Avon," have been deposited at the terminus at Indian Point, and the Locomotive, a large and powerful one, was landed yesterday. Should the present mild weather continue for a few days, the work of laying the iron rails will be commenced immediately, and the Locomotive set in motion, to convey the rails along the line.

Those members who gave our Railroad Bill their support despite the thanks of the County—Messrs. Gray, Wilmet, Simonds and Needham of St. John, lent their powerful aid in passing the Bill, while their colleagues—Ritchie and Tilly libeled! as they call themselves, actuated by narrow-minded, local feelings and sectional jealousy, opposed it.

From Ritchie we expected nothing better, he had shown his teeth as of old at Chatham to the idea of his legislation for the benefit of the Province; his aim appears to be to effect the ruin of the Province, at all hazards, but he has not succeeded, nor is there any prospect of his accomplishing his ends. The people of Charlotte will no doubt subscribe and purchase him—a leather medal; for his endeavors to check the progress of a work of public importance to this Canadian particular, and one which will benefit the Province generally.

Since the above was in type, we were informed that THE FACILITY BILL PASSED THE COUNCIL yesterday, (Monday) 7. This is good news.

The European and North American Railway Facility Bill, passed the House on Thursday last by a triumphant majority 33 to 5. All the Charlotte members voted for it, and advocated the measure. What a pleasant contrast to the conduct of two St. John members, noticed in another place. We hope that an actual commencement will be made soon, on this Railway, and that when completed it will realize the expectations of its promoters. The Bill has since passed the Council.

DISASTER.—The ship Eldorado, 977 tons, owned by D. Gillmore Esq., while being taken out of the harbour, on Friday last, ran ashore on Indian Point near the Light House. The vessel having a large cargo of deals on board, and lying at the edge of the channel, and when the tide left her, and was so much injured, as to be condemned. The vessel and cargo were insured. The hull and materials, are advertised to be sold on Friday next for the benefit of all concerned.

The communication of "Pallas" on the late marine disaster, contains charges we do not feel warranted in publishing. The resignation of the party alluded to, will depend upon himself.

The Rev. Robert Murray, Fellow and Tutor of Worcester College, Oxford, has been appointed to the Bishopric of Nova Scotia, vacant by the demise of the late Dr. Inglis. This appointment will probably give immense satisfaction to the Episcopate in this province, independent of the reputation learning and piety of the Rev. Gentleman, he is a Nova Scotian by birth, and connected with many of the most respectable families in the country, being a grandson, of the late respected Colonel of Exeter in Nova Scotia, the Hon. H. N. Esq.—(Halifax Chronicle).

We are requested by the postmaster to re-publish the notice that the American postage on letters for the British Provinces, whether intended to be sent by United States mails or the British steamers, be not pre-paid, such letters are forwarded to the appropriate frontier post office, where they, if not then called for, become dead, and in due course are forwarded to the dead letter office. Letters for the West Indies, Chagres and Panama, if the postage be not pre-paid, are forwarded by sailing vessels only, and the same is true in regard to newspapers in both cases.—(Boston Post).

SILVER COIN.—Small change is becoming more scarce, which is attributed by some to the passage of the provision for the coinage of three-cent pieces, which has frightened those who have been hoarding silver for the purpose of selling at a premium. The new three-cent pieces are now being made at the Philadelphia United States Mint. They are three quarters silver and one-quarter copper, and about the size of a Spanish sixteenth, though considerably thicker.—(Boston Journal).

P. E. ISLASH.—His Excellency Sir Alexander Hanneman arrived at Charlottetown on Saturday evening, the 8th inst. On the 10th the usual oath of office was administered to his Excellency, immediately after which a Proclamation was issued, summoning the Legislature to meet for the despatch of business on the 25th inst.

A GREAT DISCOVERY.—We saw some weeks ago, in a Pennsylvania paper, an announcement that a motive power had been discovered which would supersede the use of steam. It is said that some facts have recently come to light, which entitle the statement to credit. Professor Salomon, of Harrodsburg, Ky., has successfully applied the power of carbonic acid gas as a substitute for steam in propelling engines for every purpose. The power of this gas has long been known to chemists, but their inability to regulate and govern it has prevented its use as a propelling agent. Prof. S. claims to be able to control it with perfect safety, and asserts that it will afford a power equal to steam in one fifth of the space, and one-hundredth part of the expense with both furnace and boilers. Experiments have recently been made in Cincinnati, which are said to be entirely satisfactory.—(Nashville Banner).

The Pittsburgh Gazette says that some five or six plank roads are either commenced or projected in the vicinity of that city.

At the Quarter Sessions which was commenced on Tuesday last, at the Court house, the returns of the several Parish Elections were read, and several Petitions against the proceedings at the Polls were handed in, which produced a lengthy debate. Nothing, however, sufficiently important or contrary to law could be proven to have taken place in the proceedings, and the Court after due consideration confirmed the whole of the proceedings and appointments.

The only remedy for the difficulties complained of by the petitioners, in our opinion, is to be found in the Registration of Rate Payers, and vote by Ballot.—(Chronicle).

The Quebec Morning Chronicle, publishes a statement of one of their Ships, built by James Esplan Oliver, having figured in the London Illustrated News, and describes her as a gem in the way of Naval Architecture. This to us is nothing, as we are accustomed to see the splendid Ships built by Mr. Wright of this City portrayed in the London Scientific Journal. It would be gratifying to us to see our City, pined for a wager, against Quebec in the construction of Ships; we think at one guess, we could tame the winning party.—[lb].

At Maces' Bay on the 8th inst. a fire broke out in the house of Mr. Wm. McGowan, who with his family were from home before the fire was discovered, it being some distance from the neighbouring houses, it was impossible for those that were on the ground immediately after to save any thing—With his furniture there was consumed a very valuable Chest of Joiners tools which will be most missed by him.—[lb].

THE FISHERIES.—We understand that the Fishery Committee of the Assembly, of which J. H. Gray, Esq. is Chairman, is now sitting to receive testimony, as to the granting of bounties, and the preparation of new enactments, for the inspection of pickled and smoked Fish, and the protection of the Sea and River Fisheries of the Province generally.—We understand that this Committee will probably sit during all next week, and such of our fishermen and others as feel an interest in the important subjects under investigation, ought to appear before the Committee, and make their desires and opinions known.—[Courtier].

We read in a Sheffield paper that "this last polish to a piece of tapestry is given by the hand of Woman." The same may be said of human cruelty, that with this last polish to a young blade is given by his mistress with female society.—[Punch].

MARRIAGES.

On the 21st inst., by the Rev. John Ross, Mr. George Blanchford to Miss Jane Small, both of Rostport, Maine.

On the 22d inst., by the same, Mr. William Avery to Miss Margaret Hutchinson, both of St. Andrews.

At Woodstock, on the 14th inst., by the Rev. S. D. L. Street, George S. Grammer, Esq., Barrister of the Parish of St. Stephen, to Mary A., second daughter of Mr. Wm. Hazen, of Woodstock.

DEATHS.

At the residence of his father, L'Etang, on the 26th ult., Mr. B. F. Caffé, aged 40 years.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

March 24th—Packet Matilda, McLaur, Eastport—Provisions.

24th—Barque Volant, McMurphy, Liverpool, James Porter & Co., assorted cargo.

Sch. Utica, Melbury, Cutler, Me.—Market, ballast.

At New Orleans, on the 4th inst., ship Cambria, McColloch, from Newport, Wales, with loss of bulwarks and rails.

ST. ANDREWS & QUEBEC RAILROAD COMPANY.

NOTICE is hereby given, that in pursuance of the Act of Incorporation, the Annual General Meeting of the Shareholders of the Company, will be held at the Town Hall, in Saint Andrews, on the 1st day of May next, at Noon, for the purpose of choosing Directors and for the transaction of other business.

Dated Saint Andrews, March 25, 1851.

JOHN WILSON, President.

S. H. WHITLOCK, Secretary.

Underwriter's Sale.

On FRIDAY the 25th March, at 11 o'clock, A.M., the Underwriter will sell at Public Auction:

For the Benefit of all Concerned:—

THE HULL OF

The Ship "ELBORADO," 977 Tons Register, as she now lies stranded on Indian Point.

At same time—

All the MATERIALS of said Ship, consisting of—Sails, Chains, Anchors, Blocks, Standing and Running Rigging, Chain Tapsails, Ties & Sheets, Water Casks, Spars, Iron Work, Camboose, &c. &c. &c.

—Immediately after—

THE CARGO of said Ship, consisting of Deal, as they now lie:—viz.

about 940 M. now on board, and the remainder in Rafts in the Market Ship.

TERMS—CASH.

Wm. WHITLOCK, Auctioneer.

St. Andrews, 24th March, 1851.

Exchange for Sale.

REQUIRED by the Controller of Her Majesty's Customs at Saint Andrews, the sum of about £110 sterling, payable in dollars or half dollars at 2s. sterling, per dollar, or in British gold or silver at the sterling value.

Tenders will be received up to one o'clock on Saturday, the 30th of April, 1851, by the Controller for a Bill of Exchange, to be drawn by him on the Receiver General of Her Majesty's Customs, London, at 50 days after sight.

Parties tendering will state what amount of Bill they will accept for the above mentioned sum.

Tenders to be addressed to the Controller of Her Majesty's Customs, St. Andrews, and to be marked outside "Tender for Bill."

Custom House, St. Andrews.

March 25, 1851.

Brandy, Gin, &c.

MARCH 24th, 1851.

EX VOLANT—Just arrived from Liverpool:

10 HDS. finest Pale HOLLANDS.

3 Pipes Best Cognac Brandy, U.S. Co.

10 Hds. ————— Homestead &c. Storage 1849.

10 Boxes Pipes, &c. J.W. STALL.

TO LET

THAT SHOP at present occupied by Margaret Kennedy Office. Apply to S. L. St. Andrews, 24th March, 1851.

From the First of

THE HOUSE is now sent occupied by

Feb. 1, 1851.

MASSON

HIBERNIAN LOT

TITLE regular Monthly Meeting Tuesday evening next, 6 o'clock. A punctual attendance is requested. By

March 25, 1851.

STOCK FOR

The Subscriber offers for superior 5

6 COWS, 2

21 STE

1 HORSE, and 1 CO

of the Morgan b

JOS

Highland Hill,

March 17th, 1851.

Meeting of

The Courts of Gene

Peace and Common Pl

of Charlotte will sit at

St. Andrews on Thurs

April next, at 12 o'clock.

The Courts of Oyer

General Jail Delivery,

said County will be held

in St. Andrews, on 1st

April next, at 12 o'clock.

At which time and

Coroners, and Constables

and all persons requiring

Courts are hereby

given their attendance

By Order of Her</