

TEN DAYS LATER FROM CALIFORNIA.

The Steamer Daniel Webster arrived at New York on the 11th inst., bringing over 300 passengers, and having from San Francisco to the 15th, December. She brought \$500,000 in freights and in the hands of passengers, but no small amount by this steamer.

PROSPECTS OF MINERS—INDIAN DISTURBANCES.—Since the sailing of the last steamer, there has been considerable news interesting to the United States. Rumors have been sufficiently prevalent to enable miners to dig with energy and effect. Many who had large pits of dirt accumulated, have commenced washing with great success, so that, although operations in the rivers have nearly ceased, there will be little diminution of the amount produced during the winter. Large sums have been realized for pits of dirt which a short time since could have been purchased for a trifling amount comparatively.

Great excitement has been produced in the Southern mines, by the discovery of richer diggings than ever before opened. In one week, at a hole a few feet square, between \$200,000 and \$300,000 were extracted. The mining being abroad, in another week could be seen at the new diggings a town of several thousand inhabitants, and the country for miles around was thick with mining parties.

The flourishing town of Placerville has nearly doubled its population, owing to recent discoveries of rich diggings in its vicinity.

Extensive operations are being entered into by quartz miners. Leads of the most surprising richness are almost daily being discovered, and companies almost as frequently formed to work them. The most ponderous machinery is being conveyed to the most rugged portions of mountain country, so as to safely calculate on having the crash of the mighty engine and the din of the thrifty miners and millers, where a short time since our ears would have been regaled only by the howling of the wolf of the great and grisly bear. Along the mountains, which are now covered with snow, shallows, and their rocky crannies and the sun of spring again greets us, then shall all these wonderful changes be accomplished, and the world be again stricken with wonder at the almost incalculable production of our golden mountains.

The great Bear River and Astoria Canal will be completed by the first of January next, a period of little more than five months from its commencement. This great work of private enterprise gives employment to 10,000 laborers, and will add millions to the present products of the State.

The news from the Southern portion of the State is less cheering. The Indians, from the Gila to the settlements near the Pacific, are reported to be combined to drive away the entire white population. Attacks were made on defending citizens, some of whom have been killed. Cattle and horses have been driven off. In short, a general system of murder and plunder seems to have been adopted by the savages. On hearing of this combination, express were forwarded to the military commanders in California, and the Governor, praying for aid, which was promptly responded to. Gen. Hitchcock has sent all his disposable force, and such supplies of arms and ammunition as the case required. The Governor also ordered out a brigade, and has commissioned the famous Col. Hayes as its commander. Should the Indians show themselves to the gallant Rangers, they will be summarily dealt with.

The French, in San Francisco, held a meeting to devise means to relieve the unfortunate of their fellow-countrymen.

The surveys for the railway from San Francisco to San Jose are completed. The report is flattering, and a route has been located of a satisfactory character. The length is 45 miles, of which 42 are straight. The estimated cost is \$1,600,000.

The stories of Hiss, Bond & Hale, of Rincon Point, San Francisco, tell with a tremendous crash on the night of the 11th. They contained 1200 tons of pepper and merchandise, most of which was precipitated into the river. Loss estimated at \$150,000. Three men were asleep in the buildings at the time, and had a most miraculous escape.

The Pacific published a new method of determining longitude at sea by observation independent of the chronometer, discovered by Rev. Tyler Thacher, on his late passage to San Francisco. His method of determining longitude by a single observation of any heavenly body, seen by night or day, either on meridian, is perfectly geometrical, and as obvious and certain in its results as any case whatever in spherical geometry. He employs the same observation also to fix the longitude. The method by which this is done is partly geometrical and partly arithmetical, but is plain and certain. The certificate from the master and first mate of the Captain, show the discovery was made and tested by Mr. Thacher, during his late voyage to California. Mr. Thacher is now preparing for the press a work which will contain his discovery, so important to navigators and to the whole commercial world.

A CALIFORNIA PLACER.—The St. Louis Intelligencer of Christmas Day, says that Col. Benton received intelligence the day before, that Col. Fremont's quartz mine in California, has been sold to a London company for one million of dollars in cash, and that the money is to be paid in New York as soon as the necessary title deeds are executed. Col. Benton, we understand, was to leave that day for New York, to consummate the transaction. A fortunate man is Col. Fremont. [Boston Advertiser.]

NEW-BRUNSWICK. PROVINCIAL PARLIAMENT.

EXTRACTS FROM THE JOURNALS.

Among the many voluminous papers laid before the House, by Hon. Mr. Parleau, Provincial Secretary, was the following important Despatch.

Downing Street, 27th November, 1851.
SIR.—I have the honour to acknowledge the receipt of your Despatch No. 53, enclosing a copy of the Speech with which you opened the extra Session of the Legislature of Nova Scotia on the 4th instant, and I consider it necessary to point out to you, with all the haste of time, an error into which you have fallen, and which I much regret, in stating that Her Majesty's Government are prepared to recommend to Parliament that provision should be made for raising, with the guarantee of the British Treasury, the funds required for the construction of both the lines of railway referred to in your Speech to the Provincial Legislature.

Upon reference to the correspondence transmitted in my Despatch No. 269, of the 14th of March last, you will find it distinctly stated, that the only railway for which Her Majesty's Government would think it right to call upon Parliament for assistance, would be one calculated to promote the interests of the whole British Empire, by establishing a line of communication between the three Provinces in North America. It was added, that there would be no objection to the plan which might be decided upon, including as it did, provision for establishing a communication between the proposed railway and the railways of the United States; but it is obvious from the whole tenor of the communication made to Mr. Howe, and of the Despatches which I addressed to yourself, and to the Governor General, that while Her Majesty's Government entertain no objection to the establishment of a railway communication with the United States, it was not contemplated that the assistance of Parliament should be applied for, for this, or any other object, than the formation of the Main line connecting the British Provinces.

Looking to the large amount of the expenditure which would have to be incurred for this object, I do not anticipate that it would be in the power of Her Majesty's Government to extend to other lines the assistance which it is proposed to grant to the Main line in question; though until some definite proposal is made on the part of the three Provincial Legislatures, no final decision can be adopted. I have, &c.

On Friday 15th inst., petitions were presented from Campo Bello and Grand Manan, praying that these Islands be made free Ports. Mr. Cutler's resolution that lands reserved for Railways should be granted to non-settlers, and Hon. Mr. Wilmot's addition on that license should be granted for cutting timber on them, be granted, both passed.

On Friday 16th, several petitions were presented, and 1668 patches relative to the Boundary between Canada and New Brunswick, were laid on the table. A Bill to abolish the inspection of Flour at St. Andrews, passed in committee.

RAILWAY DESPATCHES.—On Thursday, among the voluminous papers laid before the Assembly, were Earl Grey's despatches stating that the only Railway for which Her Majesty's Government would think it right to call upon Parliament for assistance, would be one calculated to promote the interests of the whole British Empire, by establishing a line of communication between the three Provinces of Canada, New-Brunswick, and Nova-Scotia. The New-Brunswick, noticing the despatch, says:

We learn that a despatch has been received from the Colonial Secretary, stating that the Imperial Government will not be disposed to recommend Parliament to grant aid towards constructing any line of Railroad which is not calculated to promote the interests of the British Empire, and of the Provinces of Canada, Nova Scotia, and New Brunswick. Consequently the Imperial Government will not guarantee any aid for the line to the United States. But, as a necessary consequence, the Halifax and Quebec line must pass by the way of this City and up the valley of the St. John, so that all the advantages to this section of the Province will be reaped from this line, which will tap the St. Andrews and Woodstock Railway.

By the time, therefore, that the people of the neighbouring States build their portion of the European and North American Railway, to their own frontier, we will be in a position to connect with them, and thus derive all the benefits from this line, which would be obtained if we had an entirely different one.

There cannot be a doubt, that the St. Andrews & Quebec line must, of necessity, form the principal portion of the chain to connect the upper and lower Provinces by Railways. For the very good reason that it is the shortest, cheapest, and best route that could be adopted, notwithstanding the abuse and misrepresentation which have been for years heaped upon it by those who seek at nothing to gratify their local prejudices and selfish ends. One thing is certain, the "North Shore route" has received its quittance. We are happy to learn that the Hon. Messrs. Hincks, Young and Tache, Members of the Canadian Government, are expected at Fredericton this week, to confer with our Government on

TO CORRESPONDENTS.

The Presentation at St. Stephen, with the Address and Reply, were received, but too late for insertion this week; we will be happy to comply with our friends' request, by publishing them in our next number.

THE STANDARD.

WEDNESDAY, JANUARY 21, 1852.
Latest from England.

The Royal Mail Steamship Asia arrived at New York on Saturday about noon, bringing intelligence of a more settled state of affairs on the Continent.

France was tranquil. How long it would continue was a question. Austria and Russia appeared to be in a state of excitement, caused by the late conduct of the French President.

Confidence in trade in England had been restored. Several extensive business firms in Liverpool and London during the late ferment in France had suspended payments. Canton had declined.

Legislative Summary.

On Tuesday the 18th inst., the House was principally occupied in receiving Petitions and reading Bills of local nature. A Bill to extend the Act to prevent trespassers on Crown Lands, passed in committee.

On Wednesday 19th, several Petitions from Teachers were presented. Mr. Cutler, of Kent, asked if the Government had determined not to sell land along the contemplated lines of Railway. The Hon. the Surveyor General stated, that the subject was under the consideration of the Executive. Capt. Robinson stated, that the Directors of the St. Andrews & Quebec Railroad had assured the settlers along that line, that they would be treated on the same terms as those who obtained Government grants. A Bill to amend an Act relating to the local Government of Counties, Towns and Parishes, was introduced, and after some discussion, progress was reported. The House presented the Address in reply to His Excellency's Speech.

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Railway matters; and it is to be hoped that this momentous project will be satisfactorily settled to those who wish well to the Province.

The following Committees have been appointed in the House of Assembly for the despatch of business:

Committee of Privileges.—Mr. Hanington, Mr. Barleige, the Hon. Mr. Street, Hon. Mr. Hayward, Mr. J. M. Johnson, Mr. McLeod, Mr. Thompson, Mr. Gordon, and Mr. Botford.

Public Accounts.—Mr. Cutler, Mr. Johnston, Mr. Scoullar, Mr. McLeod, Mr. Williston, Mr. Montgomery, and Mr. Lewis.

Trade.—Hon. Mr. Parleau, Hon. Mr. Wilmot, Messrs. Montgomery, Porter, McPherson, Taylor, Hanington, Harding, and Macpherson.

Ry. Roads.—Messrs. Scoullar, Taylor, Williston, Rice, Hanington, Porter, Read, Ryan, Earle, Johnston, Montgomery, Lewis, English, and Cutler.

Schools.—Messrs. Taylor, Cutler, Gordon, Gilbert, McLeod, Johnson, Thompson, Barberie, Bosford, Needham.

Loan and Interest.—Messrs. Scoullar, Hanington, Gordon, English, Rice, Montgomery, Cutler, Lewis, Porter, Williston, and McPherson.

Emigration.—Messrs. Hanington, Bosford, Abernethy, J. M. Johnson, Read, Fitzgerald, and Ryan.

Liberty.—Hon. Mr. Gray, Messrs. Robinson, Gordon, Harding, Chapman, Hatheway, and Mr. Williston.

Fugitives.—Hon. Mr. Wilmot, Messrs. Thompson, Hanington, Cutler, Montgomery, J. M. Johnson, and McLeod.

Contingents.—Messrs. Hanington, Ryan, Barleige, Scoullar, Gilbert, Purdy, and Hatheway.

Agriculture.—Hon. Mr. Hayward, Messrs. Gilbert, Barberie, Hanington, Rice, Gordon, Stiles, English, Thompson, Godard, McPherson, Peckard, J. M. Johnson, and Purdy.

Light Houses.—Hon. Mr. Wilmot, Messrs. Johnston, Porter, Scoullar, Williston, Stiles, Read, English, Earle, Rice, Fitzgerald, and Godard.

MUNICIPAL CORPORATIONS.—The Halifax Sun comments on the benefits which are likely to accrue to the inhabitants of that Colony, from the introduction of those institutions. It will be also seen by the extract given, that the people of Annapolis County are exerting themselves to accomplish so desirable an object.

We are rejoiced to find the people of Annapolis County moving in favor of municipal corporations. There is ground upon which we come into line with our conservative friends and make common cause against a corruption most inveterate. We go for according to the People, the privilege of electing their own Magistrate, and taxing themselves for the making and repairing of the Roads and Bridges within the County's interest, for all strictly local Municipal purposes. When such a measure has become law, we shall no longer have the general funds of the Province as now for the purpose of bribery, corrupting the constituencies, &c.

THE REVENUE.—The Fredericton Reporter says: "The Provincial Revenue for eleven months of the present year is, we learn, £11,000 more than the whole for the last. A deficiency of about £3000 occurs in the flour trade, but it is one which we believe most men will rejoice at."

Capt. McKeown of the ship *Hawqua*, arrived at New York, on the 1st inst., from Canton and St. Helena, states that on the 19th of November, an English vessel that arrived at the latter place, reported passing the ship *Mannan*, Capt. Gordon, from Canton for London, ashore on Alcatraz Reef, in the Straits of Gaspar. The Englishman came near to her, and saw her deck filled with figures, and many boats alongside. It could be seen nothing of any of the crew. It is much to be regretted that no further particulars were ascertained. Enough is stored just to leave in painful suspense those who are interested in the fate of the vessel and her crew in New York. The next arrival from these parts will probably give us particulars. —Charleston Courier.

We observe within the past few days, the puffing of the locomotive of the Champlain and St. Lawrence Railroad, opposite our city, and were pleased to learn from many friends, who had driven over, to see the blowing off of the steam, and hear the whistle of the engines, and the novelty of a train starting at most from our wharves, for Boston and New York in midwinter, leads us to consider what may be yet in store for Montreal. We understand that the buildings erected on the opposite shore, are of a superior description and will repay the trouble of a visit. The Company have opened a good winter road, direct across, and purpose in a very few days to run their trains to St. Lambert. We congratulate our fellow citizens on this event, which will, we feel confident, conduce more than any project yet before us, to our commercial advancement. —[Montreal Gazette.]

FROM JAMAICA.—Letters from Kingston, J. of the 2d inst., state that Admiral Seymour, is to have a gunboat made in reference to the late explosion at the Government dock. The gunboat has been ordered up from Greytown, for that purpose. The cholera has broken out again. There is none, however, at Kingston.

The Weather for the last week has been unusually cold—the thermometer being from 13 to 15 degrees below zero, with heavy snow storms. This morning the air is not so cold, with a prospect of southerly weather.

LATEST FROM FREDERICTON.

On Saturday 17th, the House appointed a Election Committee to conduct a scrutiny of the votes given at the last Election for Mr. Fitzpatrick upon petition of Mr. James Boyd.

On Monday 19th, the House was occupied with routine business. Despatches were read, from which it appears that the reduction of the Governor's salary, and the abolition of the Judges' fees are disapproved by Her Majesty.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

Dec. 11th.—Barque Moro Castle, Mosher, London, deals—by H. Frye & Co.
Jan. 17.—Isabella Stewart, McKenny, Brasol, deals—by H. Frye & Co.

The register of Brig Alfred Henry, of Saint John, N. B., in a tin box, and also her cables and anchors, have been found among the rocks in the Graves, which no longer leaves any doubt of her loss. She had on board 200 tons of coal, consigned to Ladd & Hall, of Boston. The vessel was wrecked in St. John, and the crew and passengers, consisting of eight persons, all of whom have undoubtedly perished, were probably struck on the Graves, and went down immediately.



SHERIFF'S SALES.

To be Sold at Public Auction on Saturday the 30th day of JULY next, at twelve o'clock, at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand of CYRUS YOUNG, of in and to the following Properties, viz: All that certain lot, piece, or parcel of land, containing 300 acres, in the Parish of St. David, being part of a tract granted to Jacob Young, and purchased by said Cyrus from Jacob Young.

Also, all that part and parcel of Farm Lots Nos. Four and Five, block letter X, Fanning's division, in said Parish, containing 50 acres, purchased by Cyrus and Joseph Young, from William Stewart.

The same having been seized and taken to satisfy an Execution at the suit of John Young, endorsed to levy £300 11 0, besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte.

Sheriff's Office, St. Andrews, Jan. 20, 1852.

To be sold at Public Auction on Saturday the 30th day of JULY next, at twelve o'clock, at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand of William Patterson and Samuel Patterson, Jun., of in and to the following Property, viz: One half of 456 acres of Land in the Parish of St. George, bounded on the south by lands formerly owned by one Solomon Stone, and purchased by the said William Patterson and Samuel Patterson, from Samuel Patterson; the said half being the moiety unsold.

The same having been seized and taken to satisfy an Execution, at the suit of Samuel Patterson, endorsed to levy £36 13 3, besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte.

Sheriff's Office, St. Andrews, Jan. 20, 1852.

To be sold at Public Auction on Saturday the 30th day of JULY next, at twelve o'clock, at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand of WILLIAM WILSON, of in and to the following Property, viz: All that Land lying in the Parish of Saint Patrick, on the south eastern side of the road from St. Andrews to Fredericton in the northern angle of a grant to Peter Stubbs, containing 150 acres, more or less; being lot No. 5, together with the buildings thereon.

The same having been seized and taken to satisfy an Execution, at the suit of Richard M. Andrews, endorsed to levy £16 1 11, besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte.

Sheriff's Office, St. Andrews, Jan. 20, 1852.

NOTICE.

WE have this day associated in Business, under the style and firm of

F. A. BABCOCK & CO. as COMMISSIONERS AND GENERAL MERCHANTS.

F. A. BABCOCK, ALBERT S. BABCOCK, St. Andrews New Brunswick, Jan 8th, 1852.

PUBLI

HAVING received upwards of 1000 signatures, and Household petry, of this subject, together with the signatures of the Municipal authorities, I do hereby call to be held in St.

THURSDAY at 12 o'clock in the afternoon, for the consideration of the petition.

Notice to all persons according to the terms of the petition.

Copy of Petition thereto.

To THOMAS High Sheriff of St.

Whereas establishment of this Province, the 30th of April confirmed, until an Order of the 7th day of May.

Now, therefore, I do hereby call to be held in St. Charles F. Stow, Townsman, Geo. James W. Perkins, C. M. Alder, George Hiltz, Townsend, W. S. Smith, Ben. Iwan, John A. Smith, Ebenezer, ten, David Wood, David Scott, Thos. Jones, David S. Jones, Thomas Black, John Fuziball, School, Henry Robert Fergus, William Fergus, Young, John A. Thomas Berry, way, Alex. T. Fitzgerald, St. Louis, Alex. W. saph Walton, J. John Nisbit, Clark, W. M. hert Hitchings, F. Harley, Hag, Sargent Melo, Sisson, Samu, Albert Robins, Waters, John, L. Lane, John, Thomas, M. Lean, Sidi, dy, Patrick H. Simpson, Davi, son, Jacob M. S. Brames, Ra, son George C. Lechay, John, Michael Fauls, r, Charles B. Turner, Rich, Samuel Turn, Paves, Peter, M. Milten, Jo, Thompson, W, ward, Mathew, James Craug, Casey, Samu, Parham, Tho, Joel Whitney, Samuel Hamel, A. H. D. A. M. tus Church, s, son, Thomas, miss School, Warren, Powe, McCurdy, Ja, son, John Lev, ham, R. P. Es, der Morrison, Lain, James, phen W. Hilt, phen S. McLe, Marse, Wm, McDonald, Jo, William, Daw, Edward Hutch, Pratt; Robe, Jonathan Dros, McCourt, J. tin Thoran; H, M. A. Day; S, George Moor, Mulhern, Th, Rudeont; Pat, Cann; John H, Isaac Nodden, Daggett; J. H, Samuel Porth, Gilmore; And John D. And, McAdam; D, John Donahy, mor, D. Brown, DeWolf, Jave, Andrew M'C, William Lee, Abr m. Mars