

European Intelligence.

TRACES OF SIR JOHN FRANKLIN.—The steamship Washington, at New York, from Bremen and Southampton, brings an account of the discovery of traces of the unfortunate expedition under Sir John Franklin. The discovery was made by the American vessels the Advance and the Rescue—sent out in search of the missing navigator. The traces discovered were probably those of Franklin's encampment during the winter of 1845—A letter and memoranda, signed by the surgeon to the U. S. expedition, are published, and contain the intelligence to which we allude. They were transmitted to the Admiralty by the master of the barque True Love. The American vessels past the last winter in safety. The accounts extend down to June of the present year.

Memoranda. On the 26th of August, 1850, traces were found to northward of Port Louis, Wellington Channel, confirming those previously found at Cape Riley by Captain Ommanney. Those consisted of fragments of clothing, preserved meat tins, and scraps of paper, one of these bearing the name of McDonald, medical officer in the expedition.

On the 27th, Capt. Penny's parties reported graves. These were at once visited by Capt. De Haven, Mr. Penny, and Dr. Kane. They bore respectively the names of W. Braine, R. N., and John Hartnell, of the Erebus, and John Torrington, of the Terror, the date of the latest death being the 31st of April 1848. Added to these sad but unmistakable evidences were the remains of the observatory, carpenter's shop, armorer's forge. Upon the hillside and beach were fragments of wood, metal and clothing, with stacks of empty tins. Every thing indicated permanency and organization. There can be no doubt that the crew between Cape Riley and Beechy Island, facing Lancaster Sound, was the first winter station of the missing vessels.

The London News of the 10th instant, gives great importance to these notes, and says:—

"The intelligence of traces of Sir John Franklin and his companions has been scanned with eagerness by the veteran Arctic explorers now reposing on their laurels at Woolwich, and many of them are sanguine in the expectation that they may yet have the pleasure of welcoming at least the surviving portion of the noble crews who left Woolwich in May, 1845, with the Erebus and Terror. It may be interesting to know, that the Royal Marine whose grave was found was Sergeant William Braine, of the Woolwich Division, who volunteered to proceed to the Arctic regions with the exploring party, although he had only recently returned from service in China."

DISCOVERY OF A MANUFACTORY OF SPURIOUS TEA.—The detective revenue police corps, acting under Mr. Scott, have just discovered an important nest of the spurious tea manufacture. The premises in question are No. 9, Bond street, Commercial road. The officers, on entering the suspected house, proceeded to the kitchen, where they found, in working order, the wooden presses, drying trays, leather and muslin bags, colouring matters, and all the apparatus and materials employed in the art of giving to exhausted tea leaves the semblance of the genuine product. Besides a great quantity of raw and partially converted material, 25 packages of the finished article were discovered, in a form ready for the market. Neither the conductors of the process nor the owners of the plant were discovered, although their early apprehension is expected. The stock and utensils were, however, seized, and conveyed to the Revenue office, in Broad street.

FRANCE.—Louis Napoleon grows more anxious as 1851 approaches, and the alleged conspiracy was supposed to impart strength to his cause; but the Police, as if malicious, throw ridicule on the plot, by making a razzia among some hundred and fifty German sailors—forty of whom, for sheer shame, had to be instantly discharged.

"The commercial prospects of France continued favorable. All strangers arriving in Paris with the intention of remaining there, are required to procure within three days a *permet de séjour*. This ordinance, however, does not apply to travellers who are provided with passports.

Advices from Paris state that instructions have been sent by Government to the commandant of the French squadron at the Antilles, to assist the Cuban Government in repelling the aggressions of the American pirates.

The accounts received from the Brazils state that hostilities with Buenos Ayres were to commence on the 14th August.

GERMANY.—Numerous arrests took place at Pesh on the 31st; in consequence of the exhibition of a statue of St. Stephen, the features of which resembled Kosuth.

AUSTRIA.—A letter from Vienna states that the Austrian government intends to take severe measures against the Press.

RUSSIA.—Advices from St. Petersburg announce the opening of the railway from that place to Moscow, by the Emperor in person, on the 31st.

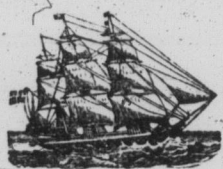
Heaven be praised, we have at last two strings to our bow. For telegraphic reports we are no longer at the mercy of the Montreal Electric Telegraph Company. The arrival of a British steamer can now be known as soon as that of an American one. Late last night the Europa arrived at Halifax, and this morning we have, via New Brunswick, a report of her news; and it is owing to the civility of Mr. Isaac Parkiss and the politeness of Mr. T. A. Terney, the Superintendent of the British North American Line, alone that we have been enabled to obtain one thus early.

An obliging, accommodating spirit, in the operators, will do much to advance the interests of the Company, and we feel assured that in such spirit the operators of this line continue to do business.—*Quebec Chronicle.*

THE STANDARD.

ST. ANDREWS, WEDNESDAY, OCT. 1, 1851.

Later from Europe.



Arrival of the Steamship Baltic at New York.—The Collins steamship Baltic, arrived at New York from Liverpool, on Sunday last, bringing 97 passengers. She had a rough passage, and experienced a succession of strong gales with a heavy head sea.

The Baltic passed the Asia, from New York for Liverpool on the 19th, nineteen hours west of Cape Clear.

The Baltic's news is four days later than the intelligence by the Africa, a telegraph report of which will be found on our first page.

The India mail had arrived at Marseilles with dates from Calcutta of August 7th. The news as far as given by telegraph, is unimportant.

ENGLAND.—The harvest news throughout Great Britain is of the most satisfactory description, and the weather most favorable for the ingathering of the later crops.

From various parts of England and Ireland, the reports of Potatoe blights have become much more serious, a large portion of the crop in many places exhibiting unequivocal evidences of the presence of the disease. The prevailing dryness of the weather, it was hoped, would mitigate the progress of disease.

Wheat had declined 1d per bushel, and the demand was limited at the decline. The provision market presents no new feature.

The accounts from the Manufacturing districts continue to represent a healthy fair business in both goods and yards at fair prices.

In Great Britain, next to the excitement about Cuba, the public mind is prominently interested about the secession of the Duke of Norfolk from the Catholic faith, so long the religion of all the Howards. Few things could have caused more feeling in the political as well as the religious circles.

Yet another railway collision had taken place, this time on the Caldonian Railway, but no lives were lost.

The Earl of Dufferin died on the 12th, in Ireland. He was better known as the Col. Hutchinson, who was implicated in the celebrated escape of Lavalette.

The Hon. Albot Lawrence had arrived at Dublin, on the 13th of September, on his way to the Provincial districts of Ireland, to pay a series of visits.

The excitement about gold in Australia was rather on the increase.

The receipts at the exhibition had increased again to very nearly £3000 per day.

FRANCE.—From the continent there is little news, although much uneasiness as to the future is showing itself in many quarters, and France is far from tranquil, particularly in the Provinces. The department of the Ardèche has carried disturbance and agitation so far that the Government have put it in a state of siege.

M. Dupin, President of the Assembly, was about to pay a short visit to London.

The Duc D'Aumale was on his way from Portugal to London.

GERMANY.—The German Diet held a sitting on the 6th September, when the reports of the Committee on Constitutions were read, but so great was the difference of opinion that even the minutes could not be agreed to.

By Telegraph.—The R. M. Steamship Canada, arrived at Halifax yesterday afternoon.

MUNICIPAL ACT.

We have received a copy of "An Act to provide for the establishment of Municipal Authorities in this Province," which was specially confirmed by Her Majesty on the 7th August last.

A Requisition to the Sheriff of Charlotte is in course of signature, praying the Sheriff to call a Public Meeting at the Court House, for the purpose of taking into consideration the propriety of incorporating this County. Copies of the petitions lie for signature at Messrs. Odell & Turner's, John Leehary's, G. F. Stuckey's, and M. S. Hannah's. The subject is one of great import to the people, and requires careful consideration.

As one of the Grand Inquest at the April Sessions, we have, ourselves, recommended its adoption, and are convinced that those who have given the matter their best consideration have declared in favour of the County being incorporated. The following is a copy of the Requisition:—

TO THOMAS JONES, Esquire,
High Sheriff of the County of Charlotte.

SIR,—Whereas "An Act to provide for the establishment of Municipal Authorities in this Province" passed the Legislature on the 30th of April last, and was specially confirmed, ratified, and finally enacted by an Order of Her Majesty in Council, dated the 7th day of August;

Now, therefore, we, the undersigned, resident Freeholders and Householdors of the County, paying rates upon property, pray

that, on as early a day as practicable, a Public Meeting be called, at the County Court House, for the purpose of taking into consideration the propriety of Incorporating the County of Charlotte, in conformity with the said Act.

EUROPEAN AND NORTH AMERICAN RAILWAY.—By St. John Papers we are happy to learn, that there is now a prospect of their Railroad being built. Mr. Archibald's proposition, on the part of certain English capitalists, is very liberal, and at the same time a very safe one for the gentlemen whom he represents. He said they would take up the road entirely irrespective of the Nova Scotia part, as that portion must eventually be built. £100,000, the amount necessary to organize the Company, has been subscribed, and a deposit of one per cent, paid in to the Commercial Bank. We refer our readers to an article in to-day's paper on the subject, copied from the Courier of Saturday.

Upon looking over our English papers, we observe that Alfred Rade, Esq. (formerly Private Secretary to Sir Wm. Colebrooke, while Governor of this Province) has been appointed President of the Virgin Islands, and senior member of the Council, in the room of Sir John McGregor, deceased.

The Grand Jury of the County of Northumberland came into Court at the close of their labours at the last Assizes for that County, which commenced on the 9th instant, and presented the Hon. J. A. Street with a very complimentary Address, to which that gentleman made a suitable reply.

The Hon. Joseph Howe, by invitation, addressed the inhabitants of Portland, Me., upon the subject of Railways, on Wednesday last. The Meeting was large, and Mr. Howe's remarks were well received. He stated clearly his policy in reference to Provincial railroads—"the idea of opening the interior of the Provinces to the sea board, and especially to give to that part of Canada lying below Montreal, and below Quebec, and to the north-eastern parts of New Brunswick, their most appropriate outlet to sea ports upon their own coast and within their own territory."

The Portland Advertiser observes:—

The address of Mr. Howe was skilful, eloquent and able in all respects—frank, lively and witty in many places, and was repeatedly interrupted by bursts of applause. Few public speakers have ever entertained our audiences with more satisfaction. The occasion has given us another proof of the capital material they have among our eastern neighbours for orators, statesmen, and rail-kingdoms.

At the close of the address, a vote of thanks was offered to Mr. Howe for his able, eloquent, and lucid statements, in reference to the subjects of the address, which passed by acclamation.

Report of the
Saint Andrews Ladies' Benevolent Society,
September, 1851.

To the Members of the Saint Andrews Benevolent Society:

We have the pleasure to present to you our first Annual Report at the close of our official connection with your Society.

The receipts of your Society for the past year are as follow:

For entrance for Members £ 6 17 1
and donations 20 18 8
Sales of Goods manufactured 1 8 11
Goods on hand £29 4 8

Expenditure and Assets:

Clothing furnished to £6 4 2
Sabbath school scholars
Paid for library for Sabbath school 4 0 0

Presented to the Mission House 7 4 4

Payments for Stock 9 4 5

Cash in treasury 12 9

Stock on hand 18 11

£29 4 8

Cash in treasury £12 9

Stock on hand 18 11

In conclusion, we think the success of your Society will exceed your most sanguine expectations; and we have only to urge you to persevere in your labours of benevolence.

ELIZA BABCOCK,

President.

SARAH TEMPLE,

Sec'y, pro tem.

The change in the temperature at the end of last week was most remarkable. After several days of the warmest weather, it became suddenly cool, and the thermometer which stood at 82 degrees in the evening of Friday, had fallen to 46 degrees on the following morning at the same hour.—*Quebec Mercury.*

CHEAP TRAVELLING!—The opposition between the different steamers on the line between Quebec and Montreal had the effect of reducing the fare for steerage passengers to 5d last week for the 180 miles.—*Id.*

Colonel Fancourt, late Governor of British Honduras, arrived in this city on Friday last, and is residing at the St. Lawrence Hall.

The Abolition of the 30th August, contains the address presented by the inhabitants of that colony to His Excellency, on his departure from his government, which he has administered eight years, apparently to the satisfaction of all parties.—*Mont. Herald Sept. 15.*

EUROPEAN AND NORTH AMERICAN RAILWAY.—The Railway Meeting, which we announced last week, took place, and was very well attended. Mr. Archibald, on behalf of certain Capitalists and Contractors in England, stated that he was willing to take up the balance of Stock in the European and North American Railway Company, and on fair and on equitable terms to be agreed upon, to construct the Railway. After some conversation, the Gentlemen present, most of whom had formerly subscribed to the Railway, agreed to renew their subscription, and a vote was passed unanimously, expressing thanks to Mr. Archibald and to the Gentlemen whom he represented, for the offer. It was also resolved to proceed without delay to organize the Company.

Since that time most of the former subscriptions have been renewed, and many new ones added, and the universal feeling seems to be that our Railway prospects are better now than they ever have been.

We understand that Mr. Archibald will proceed immediately to England, for the purpose of having the arrangement completed, and as the Railway promises to be the best property of the kind in the British Provinces, and has a very favorable Charter, we do not doubt that the undertaking will be alike satisfactory to its proprietors and to the inhabitants of this Province.

It appears to us that a great deal of argument is needlessly thrown away in discussing whether Railways could be more advantageously built by Government or by Companies. Had the Province the money to build Railways, the question might properly be entered into; but seeing that the money, in either case has to come from abroad, the real question is, shall we borrow the money and burden ourselves with the necessary taxes to pay interest and principal, giving both Province and Railway as security to the lender, or shall we allow capitalists to invest their money as Stockholders in the Company, and take the Railway itself as security, with its profits or loss, as may be. In the latter case, we have the Railway to facilitate our business and travel, and increase the value of our property, without having to run more risk than we choose to take individually.

We do not see how any man of common sense could hesitate between the two.

No notice that it is urged by the Press in Halifax, that a Railway Company might become an oppressive monopoly, and exercise a power greater than that of the State. There are Railway Companies in almost every country of the world, and we have not heard of one example of such abuse of power. Indeed, in the nature of things, it cannot well be. Stockholders and Directors are likely to be of all shades of politics, and their special business is, to make their enterprise profitable. This can only be done by choosing officers and servants on account of their business qualifications, rather than their political opinions or the number of votes they can command, by studying the convenience of the public, so as to command their goodwill and co-operation, and by fixing the tariff at that just medium, which will induce the largest amount of travel and revenue.

Now we will challenge the whole press of Halifax—and for one instance that they can show of a private Company abusing its power, either to monopolize, or to exercise political influence, we will furnish ten of Government and politicians sacrificing the best interests of the country to personal and political aggrandizement, and we will not go out of Nova Scotia for the examples.—(St. John Courier.)

PROVINCIAL APPOINTMENTS.

Andrew Barberie, Esquire, to be Clerk of the Crown in the Supreme Court, in the room of the Hon. J. A. Street, appointed Attorney General.

Henry Chubb and John Johnston, Esquires to be additional Members of the Board of Health for the City and County of Saint John.

Francis E. Beckwith, Esquire, to be Commissioner under the Labour Acts 12th Victoria, chap. 4 and 19.

By His Excellency's Command,
J. R. PARTELOW.

Secretary's Office, 22d September, 1851.

An Interesting Incident on Board the Steamer Admiral.

An incident occurred on board the steamer Admiral, on her trip of last Tuesday from Esport, that is worth printing. On the passage, Mrs. Job Petty, of St. John became the happy mother of an interesting daughter. The event was not long in creating a sensation throughout the crowded boat, and some good humoredly suggested, after receiving authoritative approbation, that the new comer should receive a public and appropriate name. A great variety were proposed and it was finally settled upon, that the little heroine should be known as 'Oceana Owen,' in honor of the lady of Admiral Owen, who was a passenger on board. We may add that a purse was made up for the child, amounting to about \$30.—*Boston Mail.*

A Telegraphic Report from Quebec, dated the 26th inst., to the News Room, states that the weather was beautiful. The health of the City had improved.

MARRIAGES.

At Belvoir Cottage, on the 24th ult., by the Rev. A. McCleod Staveland, Samuel Henderson, Esq. of Upham, King's County, to Sarah, fourth daughter of the late Dr. King, Ballybofey, County Donegal, Ireland.

DEATHS.

On Friday morning, in the 74th year of her age, Catherine, relict of the late Mr. John Sheehan.

On the 29th ult., in the 27th year of her age, Mary Ann, daughter of Mr. Michael Cronen.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

Sept. 24th.—Packet, Matilda, McMaster.

Eastport—provisions, 22.

27th.—Schr. Unica, Meloney, Boston.—Master, ballast.

Oct. 1.—Bge. Lady of the Lake, Smith, Bristol, coals, W. Whitlock.

Arrived at St. Stephen.

Schr. Catherine, Cunningham, Barrington, N. S., Master, fish.

Cleared at St. Stephen.

Sept. 22d.—Norw. Barque David-Faye, Knudsen, Granshy, deals.—J. Wilson.

25th.—Brgt. Pearl, Welch, Barbadoes, lumber.—A. McCulloch.

PILOTS REGULATIONS.

Passed September Sessions, 1851.

1st.—All vessels brought into any port or harbour within the County, or departing therefrom with a pilot, (steamboats and sailing vessels under 75 tons burthen excepted,) shall be chargeable with the rates of pilotage hereinafter named. The master of any steamboat or sailing vessel under 75 tons burthen employing a pilot, the said pilot shall be entitled to demand and receive therefor the rates of pilotage hereinafter mentioned.

2d.—Every pilot boat to be kept properly fitted out for such service; to be not less than ten tons burthen, and to be exclusively employed in the business of pilotage.

3d.—No pilot to be entitled to any fee or reward for pilotage, unless he resides within the County aforesaid, and shall be owner, part owner, or shall have an interest, or standing in a pilot boat.

4th.—Any pilot demanding or receiving any greater or less sum for pilotage than the rates hereinafter set forth, shall pay a fine of five pounds, with costs, to be recovered before a Justice of the Peace; one moiety of the fine to be paid to the County Treasurer for the use of the County, and the other moiety to the prosecutor.

5th.—Any pilot taking charge of a vessel, either inward or outward bound, and leaving her within the pilotage ground, contrary to the wish of the master, to pay a fine of five pounds, to be recovered and applied as directed by the fourth Rule.

6th.—All pilots upon taking charge of an inward bound vessel, shall exhibit his branch and a copy of these rules and regulations to the master, signed by the Clerk of the Peace, and in default thereof to pay a fine of five pounds, to be recovered and applied as directed by rule fourth.

7th.—The rates of pilotage to be as follows, viz:—

From Seal Island, Cross Island, Little River, Southwest Islets, of Grand Manan, Kent's Island, Long Island Bay, Point Lepreau, Moose River, and Bailey's Mistake, 10s. per foot inwards, and 7s. 6d. per foot outwards.

From North Head of Grand Manan, Beaver Harbour, and West Quoddy Light House inwards, 6s. per foot, outwards, 5s. per foot.

From Head Harbour Light House, Green's Point, and Wolfes Islands, inwards, 5s. outwards, 4s. per foot.

From between Head Harbour and Dog Island, inwards, 3s. and outwards 2s. 6d. per foot.

From Saint Andrews, to and from the Ballast Ground, vessels from 75 to 300 tons, 10s., above 300, 12s., 6d.

Removing a vessel to and from wharves, 7s. 6d.

8th.—Pilotage to and from Camps Bello or the Lines, 1s. per foot less than to St. Andrews.

9th.—Pilotage to and from Saint Andrews to L'Etang, Beaver Harbor, Cross Harbour, Pope Logan, New River, and Lepreau Harbor, double the rates of river pilotage.

10th.—All pilots detained on board vessels while performing quarantine to receive 10s. per day.

11th.—All vessels, except those exempted by Rule first, arriving at or departing from any of the ports or places before enumerated, to pay the same rates of pilotage as those arriving at, and departing from St. Andrews.

12th.—Pilotage from Saint Andrews or the Ballast Ground, to and from the rivers emptying into the bay, to be as follows, viz: from 75 to 200 tons 15s., from 200 to 300 tons 20s., 300 tons to 400 tons 25s., over 400 tons 30s.

13th.—Vessels bound to the Ledge, upon the master's requiring the pilot to proceed above Joe's Point, to pay 1s. per foot more, than to Saint Andrews.

14th.—All pilots offering their services to inward or outward bound vessels, and not being accepted, shall be entitled to half the rates of pilotage, providing that no Pilot be on board at the time, and that no half pilotage has previously been paid or demanded by any other Pilot.

15th.—From first of November to first day of April, all inward bound vessels to pay one shilling per foot, over and above the rates before enumerated.

16th.—It shall be the duty of the Clerk of the Peace to give every Pilot who shall apply for it, a copy of these Rules and Regulations, they paying for the same.

Read the Affidavit of Obadiah Clarke,

ORDERED,

That Alexander Meloney, John Kent, Stephen Pine, and James D. Pine's, Branches as Pilots for the Port of Saint Andrews, be cancelled, they living out of the jurisdiction of the country.

Extract from the Minutes.

W. HATCH, Clerk.

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