

TWO WEEKS LATER FROM CALIFORNIA

The steamer *Daniel Webster* arrived at New York on Sunday last from San Juan, with 325 passengers and \$400,000 in gold, and the steamer *El Dorado*, with the California mails to the 15th February, arrived on Monday last. She brought \$1,600,000 in gold, and about 160 passengers.

The Panama Railroad is now open to a point forty miles above Chagres, and the mail steamers will henceforth call at Navy Bay thus avoiding the danger of landing in small boats at Chagres. The Gorgona road to Panama is in first rate order. The port at Navy Bay, the terminus of the railroad, is called Aspinwall city. About 30 huts at Panama, in the rear of the hospital, were destroyed by fire on the 22d inst.

Three thousand emigrants were at Panama on the 22d inst., waiting passage for California. Provisions were still scarce and high. Chagres trade was brisk, and considerable trade was going over the isthmus in the way of provisions.

The clipper *Sword Fish*, from New York, arrived at San Francisco in 90 days, the Golden Gate in 113 days. The *Sword Fish* in one day ran 325 miles.

Loss of a Steamer with Forty-two Lives.—The steamer *General Warren* has been lost at the mouth of Columbia River, Oregon, together with all on board, including 42 persons. She was on her way from Astoria to San Francisco, having left the former port on the 25th of January, and on the 31st, after passing the bar, she became unmanageable in consequence of the insufficient power of her engines and roughness of the sea, and drifted towards Clatsop Spit, where she finally struck. The sea breaking over her with great fury parted her old hull, and before assistance could be procured by a boat's crew, dispatched with extreme difficulty to the shore, every vestige of the wreck had been swept away, and all on board perished, including Capt. Thompson. The event caused much gloom among the people. She had on board a cargo of produce valued at \$80,000, and was owned by Messrs. Garrison & Friz of Panama. No eastern names are mentioned among the sufferers.

The schr. *Pennelope*, Captain Dodge, which left San Juan about the 17th of October with 62 passengers, is feared to have been lost with all on board.

Considerable apprehension is felt in all the mining and farming districts that the winter rains are over. Water was never more required in the mines than now.

The mines are still turning out well, and new quartz gold discoveries are of daily occurrence.

Immense crops of barley, onions, potatoes and all kinds of vegetables, will be raised the present year.

The money market was never so tight as now—the result of the gross neglect of Congress to settle the land affairs, and establish a mint in California.

Trade is remarkably dull and rents tending downward. Flour continues neglected, and quoted at \$9. Beef and other articles unchanged. State stocks declining.

We have advice from Sydney, New South Wales, to November 20th. The gold excitement has considerably abated, and the mines have become a resort for the industrial classes, and the steady and abundant source of wealth to the colonies.

The barque *Springbok* arrived at Boston on Friday last, in the short run of 45 days from the Cape of Good Hope, bringing dates to the 26th of January, twenty-six days later.

The war with the Kaffirs continued. On the 4th of January news was received at Cape Town of the death of Major Wilton, of the Royal Artillery, commanding a Fort Beidie. He was shot on New Year's Day, while leading his men in an attack on the enemy in the jungle of Fish River, where it is said that the great Kaffir chief Sandhill had taken refuge.

On the 20th of December, at Marzara, the English troops had a battle with the Kaffirs and rebel Hottentots in which 350 of the latter were defeated with a large number killed and wounded. On the 24th another engagement took place, in which 25 of the enemy were killed.

The whole British force has concentrated at Butterworth, and Sandhill and his people are flying before it into the Bushmen country, a tract lying between the sources of the Bashee and the other rivers of Kaffir land, and the Drakenberg mountains. This is a very fine country, and although estimated at some 4000 square miles, is uninhabited, except by a few bands of roving plunderers. The Fingoes have risen against their old taskmasters, the Kaffirs. On the 31st at Kawaesone, an engagement took place in which twenty-three Kaffirs and four British were killed. The British forces have recaptured 30,000 cattle from the enemy. An attack had been made upon Whittlesea and Shiloh, in which nearly all the inhabitants had been massacred, fourteen only escaping. It was probable that the whole of the mission stations in that part of the country would be entirely ruined and destroyed.

The last accounts are to the effect that the Kaffirs desire peace, and are suing for it, but the Governor refused to see their messengers. It will be a long time, however, before peace can be established in this unhappy country. The papers contain columns of accounts of murders and assassinations by the roadside at noon-day; where the houses of the inhabitants are burnt down and their crops destroyed.

A New Bank Proposed.—A notice appears in the Toronto *Globe*, of the intention of some parties, not named, to apply to the Legislature, at its next session, for a charter to incorporate certain persons under the name and style of "the Provincial Bank of Canada."

da," for the general purpose of banking in that Province.

REQUISITION

Miramichi, March, 1852.
HON. JOHN A. STREET:
Sir,—We, the undersigned, disapproving of the action taken by you on Railway matters, such being fraught with incalculable evils to your Constituency, and to this section of the Province, beg you will RESIGN THE TRUST placed in your hands forthwith, as Representative of this County.

Richard Hutchison, John M. Johnson, William Forbes, Alex. Loudoun, John Hea, And 116 others.

To Richard Hutchison, John M. Johnson, Wm. Forbes, Alexander Loudoun, John Hea, and 116 others, inhabitants of the County of Northumberland.

Gentlemen,—I beg to acknowledge the receipt of your requisition under date of 9th instant, requiring me forthwith to resign my seat in the House of Assembly, on account of the course I have deemed it my duty to take in respect to the Railway matters, and to reply, I must in the first place, thank you for the very temperate and courteous language, in which this preliminary demand is couched; and in the second place, I beg leave to call to your mind what you cannot have forgotten although you have not thought proper to notice it among your other questions from my election speeches, viz.—that I not only stood in you in the most unequivocal language, at my election in June, 1850, (as I had done on all former occasions) that the principles upon which I offered myself as a candidate for your suffrages were, that although in all matters of a local nature, I should be governed by the opinion of my constituents as far as I could ascertain them, yet in matters of a Provincial character, in which the general interests of the Province were involved, I should ever hold the right of exercising my own judgment, even in opposition to the feelings of my constituents; the again in February, 1851, as well as by the *Gleaner* newspaper, of the 17th of that month, expressed in the following words:—"I wished it to be understood, that on matters of a local nature, I considered it my duty to adopt the views of my constituents; but on all subjects affecting the interests of the Province, I must be left entirely free to act, in my judgment."

I have now called your attention to the principles, upon which I have always offered myself as a candidate for the representation of Northumberland, and upon which I have ever been returned. I would ask if the Railway question in which I am a member of the Government, and of the Legislature, and as one of your Representatives have recently taken a part, is not a subject, in every sense of the word, of a general, Provincial, and I might add, national character, that it is so none can deny; and I would ask, in what way have I betrayed your confidence or betrayed your trust? I have conscientiously and independently discharged a great public duty, which I had no business to do, I should feel, as would you also, that I was unfit for the situation. I have the honor to hold in the Legislature and Government of the country.

Had the question been simply, whether the Railway was to go in the north or the south side of the Province, and my vote would have carried it on your side, then indeed you might have had cause to complain had I decided against you; but such, gentlemen, you know, or at all events most of you ought to know, was not the question. The matter for determination was simply this, shall the three Provinces be united by a great Trans-Canada Railway, or shall they not? To effect this great object, it was absolutely necessary, that the three Provinces should agree upon a common line and make it a joint and trading, such as such an agreement the British Government would not advance the money; to effect this object the Government of either Nova Scotia or New Brunswick must as you are aware, the Government of Nova Scotia at Halifax in January last, after a long conference and much negotiation, agreed to the construction of the Railway upon certain conditions and upon a certain line; till then no line had been determined upon, although I fully expected it would be the northern, knowing it to be the interest and policy of Nova Scotia to secure that line if possible. The Legislature of that Province, however, because so sensible of the importance and magnitude of the undertaking, that they at once sacrificed all personal and local feelings to the general good, and came into the proposition made by Canada as the only one in which the three Provinces could agree. Under these circumstances, and well knowing the means for the accomplishment of this undertaking could be obtained from no other source, than from the British Government, I felt it to be my duty to act as I did; had I done otherwise I might, it is true, have given some temporary embarrassment to the Government, but could not have frustrated the arrangement or effected a change in the route. I felt and still feel satisfied, that it would be for the interest of every part of the Province, that an undertaking of the character in question should be carried, although the northern counties might not derive so great a benefit therefrom as the southern side of the Province.

The foregoing, gentlemen, are the reasons for the course I have taken. It is truly painful to me to find, after twenty years faithful service in the Legislature as one of your representatives, that my conduct in this instance has not met with your approbation, at the same time it would be far more gratifying to my feelings had I obtained your approbation at the expense of principle and public duty.

In conclusion I have only to add, that had I forfeited any pledge, or in any way betrayed

the trust reposed in me I should not hesitate a moment to comply with your request coming through the medium of the county; but feeling that I have ever fearlessly and faithfully discharged my duty, and that I have no just grounds of complaint against me, I must decline doing so, trusting to time and reflection to convince you of the injustice you have done me in the hasty step you have taken.

I have the honor to be, Gentlemen, Your obedient servant,
J. A. STREET.

Fredericton, 16th March, 1852.

SHIPWRECKED SEAMEN RESCUED.—The schooner *Vesper*, of New York, from Key West, was wrecked during a gale last month. The master and crew report that the master of a Bremen packet, the *Vanderhausen*, refused to take them off or relieve them, but the British brig *Squaw*, Capt. Berry, of Montreal, fell in with them, and sending his boat through a heavy sea, took them off, and brought them safely to this port. They offer their thanks to Capt. Berry and his crew for their kindness.—[Philadelphia Bulletin.]

VILLAGE SWEEP AWAY.—A telegraphic dispatch mentions that the village of Cagajoharie, N. Y., was almost destroyed by a freshet in the Cagajoharie creek on Tuesday evening. The amount of property destroyed is very great. The cause of the accident, was the neglect of the State officers to take up the aqueduct and cut the ice lodged there previous to the freshet.

THE FORGERIES.—We understand, says the *London Globe*, that messengers have been sent in pursuit of Matthews and that there is little doubt but he will be arrested. The reports of great losses to the City Bank of Montreal by his operations are not correct. It is true that the Bank has a considerable number of notes with one forged name upon them, but the other signatures are genuine, the false one having been merely added to make the paper negotiable.—[Quebec Chronicle.]

NAVIGATION.—The note of preparation has been sounded at Oswego, from which place the steamer *Lord Selkirk*, is advertised to sail for Toronto and Hamilton, on the 10th instant. The steamer *Admiral* will, in a few days, take her place between Toronto and Rochester.—[Id.]

ANOTHER LINK IN THE GREAT RAILWAY CHAIN.—The railroad connecting Lake Erie with the Ohio river, at Wellsburg, was opened on the 4th inst., and the line is to be extended to Wheeling, there to connect with the Southern Ohio road. The road now completed is 95 miles in length, or four hours distance between the waters of Lake Erie and the Ohio river.

THE RAILWAY BILLS.—The Halifax and Quebec Railway Bills passed the Legislative Council of this Province yesterday. We learn from good authority that the Hon. E. Chandler will leave here to-morrow for England, as a delegate from the Government of which he is a member, to negotiate the loan of the necessary funds to construct the portion of the Railway which is to be built by New Brunswick. The well known talent and tact of Mr. Chandler will be a sufficient guarantee that the interests of New Brunswick will be properly taken care of in any arrangement that may be entered into.—[Head Quarters Feb. 17.]

A ROASTER FOR THE HEAD-QUARTERS.—We have long promised the Head-Quarters a rooster and now we have it for him. Mr. James Bradley, of Buttermilk Creek, killed a pig last week which weighed when dressed 345 lbs. Another killed at the same time weighed 607 lbs. Better give up beef.—[Carleton Sentinel.]

ST. PATRICK'S DAY.—The members of the St. Patrick's Society, celebrated the Festival of their Patron Saint, on Wednesday evening last, when upwards of seventy gentlemen, including the officers of the Sister Societies, and many of our most respected citizens, partook of a most sumptuous dinner, served up in Messrs. Scammell's usual good style. Conviviality and politeness were the ruling spirits of the evening, and many fine songs were admirably sung on the occasion—among which some of the charming melodies of the late Tom Moore, were given. Irish wit in all its exuberance abounded, many excellent speeches were delivered, and we were particularly pleased with one from Chas. Dougherty, Esq., in reply to Ireland, which contained many happy allusions and beautiful passages, exhibiting much research, and a thorough acquaintance with that country, her eminent men, position and prospects. Thos. Parks, Esq., the President, presided during the evening.—[St. John Chronicle 19th.]

RECIPROCITY WITH THE NORTH AMERICAN BRITISH COLONIES.—This great question is about to be agitated in Congress. The Committee on Commerce in the House of Representatives, is favorable to the adoption of a system of reciprocity to commerce between the United States, and the British Provinces. Nothing is yet known of the precise terms of the arrangement, but the forthcoming bill is said to be a pretty fair one, and one that will be carried. We hope it will come up freely and generously to the just expectations of our neighbors in the North. A selfish and bigoted spirit would be unworthy of our legislation—particularly when we regard the vast commercial interests and prospective resources that must be effected by it.—[International Journal.]

The next Exhibition of the Provincial Agricultural Association will be held in Toronto, commencing the 21st of September.

THE STANDARD.

WEDNESDAY, MARCH 24, 1852.

ST. ANDREWS & QUEBEC RAILROAD FACILITY BILL.—We have much pleasure in announcing, that the Bill to amend the Railroad Facility Act, passed the Assembly, and Council by large majorities—in the Council we only voted against the Bill. We congratulate the friends of the Railroad on their present favorable prospects as we are safe in stating, that the work on the line to Woodstock, will be commenced early in the spring. We defer further remarks until we receive a copy of the Bill.

DEATH OF SIR JOHN HARVEY.—We learn from the New Brunswick, that Sir John Harvey, Lieut. Governor of Nova Scotia, died at Halifax, on Monday last, in the 75th year of his age.

European Intelligence.

ARRIVAL OF THE PACIFIC.—The Steamship *Pacific*, arrived at New York, on the 21st inst. The Manchester market continued firm—stock light. Flour had fallen 60 to 75 Money market steady.

The Elections in England were progressing in favour of the new Government. Since the sailing of the Niagara, Mr. Harris, for Simford, and Mr. Wintcliffe, for Enckillen, have been returned.

A serious mutiny took place on board of the packet ship *Queen of the West*, immediately after having put out of dock at Liverpool, on the 6th. The Captain, Hellen, was badly beaten, but aided by his three mates, armed with cut-throats he quelled the mutiny, and had the crew brought before a Magistrate at Birkenhead, where they were convicted and punished by fine and imprisonment. The mutiny caused great excitement. The vessel sailed for New York on the 9th.

Reports from France state that the President contemplates abolishing or seriously modifying the conscription of the army.

The difficulties between the French Government and the Swiss Confederation have been arranged for the present.

CAPE OF GOOD HOPE.—Late accounts from the seat of war were more satisfactory, as the contest was soon expected to turn in favour of the British troops. It is generally supposed that Sandhill is about to retire from the position he has hitherto held.

Messrs. Howe and Fulton have been re-elected for Cumberland by a large majority.

"Whom does he put it in?" "E'en so it seems it was, with moral John!"

The Parish School Bill at present before the Assembly, has met with considerable opposition, which is not surprising, as in addition to its other imperfections, it allows large salaries to the Inspectors, while the Teachers salaries are much too low.

We publish the Hon. Mr. Street's address in reply to some of his constituents in Northumberland, who have requested him to resign his seat as their Representative, because he voted for the Railway Bill. The Attorney General's reply, will assuredly make the signature to the requisition assumed of themselves. A pretty pass, indeed, when a member from a constituency is called upon to resign! for acting fearlessly and honestly in the discharge of his public duties, without violating any pledges made at the hustings. Mr. Street's management and vote on the Railway question, is appreciated by the people of the Province generally—aye, by the good people of the North themselves. We trust the time is near at hand, when he will receive some substantial proof of the high estimation in which he is held by the constituencies of the Province.

The Duke of Wellington recomposed the making of roads as the only way of subduing and civilizing the Kaffirs. The military tactics of the Romans must have been similar to those of the illustrious Duke for the Romans have left their roads behind them, as a telling proof of their invasions upon the then British barbarians. Not long ago, a bush frontier was considered a protection from an enemy; but it is discovered that it is a protection for one. Now the system of protection is to construct roads—and railroads if possible—and settle the frontier so that the enemy may not hide himself behind the trees.

PROFITABLE FLOCK.—The Bangor Mercury publishes an extract from a letter from Charles Perley, Esq., of Woodstock, to Judge G. G. Cushman, of Bangor, Me.—From my sheep, numbering six hundred, I got last year 4-3 lbs. of wool. From seven ewes, I cut 61 lbs., and then sold them for auction for ten dollars each. Their average weight was 20 lbs. in the quarter. I once killed one, that weighed 374 lbs. the quarter which was the heaviest ever sent to our market. Mr. Perley's sheep are of the Cotswold breed, and they are known in Aroostook County and in New Brunswick as the Perley sheep.

NEW-BRUNSWICK PROVINCIAL PARLIAMENT.

March 17.—The House has been engaged upon the School Bill—five sections passed. There was much talk and recrimination about matters foreign to the subject. An amendment, moved by the Speaker, proposing that the Attorney General should appoint a Superintendent, was rejected.

Mr. Street has preferred a serious charge against Mr. Chapman, accusing him of altering Certificates. Mr. Weldon, the R. Registrar, proved that letters had been used after the Certificates were signed, and that they were otherwise changed. Mr. Chapman's son proved a direct contradiction against these charges. More witnesses have been summoned.

In Supply, the grants for the Great Roads passed.—Grants for Wharves in Albert and Westmorland Counties, also at Woodstock, passed, with an understanding that each County get a grant to the Mechanics' Institute at the Head was rejected—this decides all similar applications. This being the last day for placing entries on the Supply Book, many were made.

Of motion of Mr. Partelow, £5000 were entered on the supply book for the enlargement of the Lunatic Asylum, and £2500 for the enlargement of the Provincial Penitentiary, also sums for Repairs, Printers, &c. [From the New Brunswickian.]

Parliamentary Session, 18th March.

This morning the House went in Committee to go a Bill to amend the St. Andrews and Quebec Railway Facility Bill. The Bill as it passed last session provided that the Province should advance £2,000 whenever Class B shares paid in the same sum, and so on. The present Bill provides that the Provincial stock may be paid in proportion to the future advances of the Class A shareholders. It was satisfactorily shown that were this done the contract would be signed at once, and the line be finished to Woodstock. The Bill was sustained 17 to 11.

The Mining Bill giving the proprietors of lands the exclusive right to minerals, was then brought up for the third reading, and elicited a warm discussion. It was carried by a majority of 21 to 13.

Thursday March 20.—Mr. Partelow, in reply to observations made by Mr. Williston yesterday, said constant negotiations were going on between the British and Provincial Governments respecting Reciprocity; the question is in the hands of the Minister at Washington. The lower Provinces are not agreed, nor will they be in any treaty that may be made; in his opinion, however, nothing will be done in Congress the present Session. Said this was an Electioneering Session. This Province has an agent in Washington.

Preparations are making for the meeting of the Provincial Assembly, which will be held at the opening of the Eastern Session of the Great Western by a whole year.

SEAMEN'S WAGES AT QUEBEC.—The 4th Annual Statement of the Shipping Masters' Office, Quebec, says the highest rate of wages per month was \$12 in August, and the lowest £5 in October and November. Of the new ships built at Quebec, in 1851, it is important to state, only five were supplied with men from the Shipping Masters' Office.

MARRIAGES.—On the 18th inst., by the Rev. J. Alley, D. D., Mr. George W. Scribner to Mrs. Fanny L. Grant, youngest daughter of John Snell, Esq., of this place.

DEATHS.—Of emigrant fever, on board the barque "Lydia," in Bonny River, on the coast of Africa, on the 31st of October last, Mr. William Hagill on Mur, of this place, in the 26th year of his age. Called upon at a more than usual early period of life to act for himself, and, for so young a man, possessed of a strong character of self-reliance, he was rapidly rising to the summit of his profession as a Mariner, when, to the sorrow of a loving mother, and many relatives and friends, he was thus prematurely cut off in the flower of his age.

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 of May next at noon, for the purpose of choosing Directors and for the transaction of other business.

Dated Saint Andrews, March 24, 1852.
JOHN WILSON, President.
S. H. WHITLOCK, Secretary.

Exchange for Sale.

REQUIRED by the Controller of Her Majesty's Customs at Saint Andrews, the sum of about £100 sterling, payable in dollars or half dollars at 4s 6d sterling, per dollar, or in British gold or silver at the sterling value.

Tenders will be received up to one o'clock, on Monday, the 5th April, 1852, by the Controller, for a Bill of Exchange to be drawn by him on the Receiver General of Her Majesty's Customs, London, at thirty 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 23, 1852.