

European Intelligence.

From papers by the Asia.

In Parliament on the 21st, Lord Derby said the Government did not intend any change in the Maynooth endowment.

At a meeting of London capitalists on the 21st, a committee was appointed to make arrangements for starting a line of packets between Dublin and Kingston, Jamaica, which will give renewed impetus to the Galway route.

The security of ships for taking emigrants to Australia continues.

DEATH OF THE EARL CORNWALLIS.—The demise of the above venerable nobleman, whose title is now extinct, took place on the 21st, at his seat, Linton Place, Kent, in his 74th year.

THE LIBERAL PARTY.—It is rumored that in any future arrangement of a Liberal Ministry, it is possible Lord John Russell might feel inclined to give the Upper House, to take the lead there in place of Lord Lansdowne, leaving the onerous post of chief in the Commons to some other reformer, in whom the crown, the country, and the house might have confidence. —Daily News.

The London Times has the following comments on the militia bill:—

Unfortunately for its own popularity and peace, government last night carried by a division of 127 to 110, in the House of Commons, the obnoxious principle of conscription for the militia. A triumph of this doubtful character, combined with a vast amount of uttering out of doors, and with the possibility of actual resistance to the ballot, should it ever be put in force, can only be regarded as worse than a defeat; for a defeat would at least have removed the bone of contention. No legislation is so injurious as that which aims at a power which the State does not actually possess, and can never acquire; but that is the fault which, as it seems to us, has been deliberately and obstinately committed in this instance.

TELEGRAMS.—The arrival of vessels at Liverpool from America, and at London from all parts of the world, is now communicated to all the principal ports and places on the continent of Europe, by means of the submarine telegraph, within two hours of their appearance in port. On Thursday communications were effected for the first time between London and Boulogne. —The wires are shortly submerged between Dover and Ostend, opening communication with the whole of Belgium. A message may be sent to Lemberg, in the centre of Russia, and an answer had the same day, and communication is ordinarily made between Dover and Paris in about a minute and a half.

A dreadful Colliery explosion had occurred at Wigan, and 32 lives were lost.

Accounts from the Australian Gold diggings continue favourable, and immense quantities of Bullion are arriving in England.

IRELAND.—THE EXODUS FROM ULSTER.—

A letter in the Western Star calls attention to the vast extent of emigration from the province of Ulster:—From personal observation (says the writer) I have arrived at the conclusion that the emigration of the Presbyterian population of Ulster since the commencement of this year has exceeded in numbers that of any of the other provinces—the favorite destination appearing to be Australia whence such glowing accounts have reached of gold finding as have had the effect of making many who had previously determined on seeking a home in the United States to change their destination in the direction of the "diggings."

AGRICULTURAL PROSPECTS IN IRELAND.—The longest stretch of memory fails to recall a season when there was such an utter absence of "grumbling" as has distinguished the spring of 1852. Crops of all kinds are flourishing, and the potato, especially, is reported to hold out a promise of its old abundance.

TURKEY.

CONSTANTINOPLE, May 12.—The question which occupies the attention, not only of Turkey, but of the public, relates to the difficulties existing between the French charge and the Porte regarding the visit of the Charlemagne to Constantinople. The latter has formally refused to deliver the firm for the passage of the man of war through the Dardanelles. The finger of Russia is more than apparent, and they may make no secret of it. The affair with the French Government may ultimately become serious. The facts as explained in my last note, that the Sultan personally expressed to Admiral Romain Desosses his desire to see the Charlemagne, screw man of war, of 90 guns; Louis Napoleon, to whom application was made, at once acquiesced, and gave the orders necessary for her expedition to the Levant. The Porte now refused to deliver the firm, and the Charlemagne, in consequence is delayed at the Dardanelles, and the Porte placed in the sorry alternative of deciding whether it has less to fear from the ire of the President of the French Republic or the menaces of the Emperor of all the Russias.

Alarming reports are afloat concerning the island of Crete. Great agitation prevails there. Several ships of war have been ordered thither.

INDIA.

The British expedition under Bajah Brooke, of Borneo, and other officers, against the Sulu pirates, had been ineffective. The British found nothing but cane brakes to fight, from which, however, dropping shots killed some of their men.

They replied, that if the English were prepared for war, so were they; and as to what had been said regarding consequences, it was

notorious throughout all Asia, that the English were the greatest braggarts in the world. They have since sent word to Colonel Hogle, that if he does not attack them on the 1st of April (the day at which the period for negotiation expired), they would cross the river and attack him. The Governor of Rangoon also has sent a message to Commodore Lambert, entreating that he will come up with his force to Rangoon and fight it out, without any more delay, as they were quite tired of seeing his ships lying at anchor outside doing nothing.

The next mail will without doubt take home tidings of the fall of Rangoon and Martaban, but there is much difference of opinion as to what further progress can be made before the setting in of the monsoon at the beginning of May.

The present war may be more or less protracted, but the result is certain; we shall compel the Burmese to sue for peace, and we shall then demand the expenses of the war; they will be unable to pay us in money, and we shall pay ourselves by annexing the delta of the Irrawaddy, with more or less of the back country, according to circumstances.

LATER FROM CALIFORNIA.

The steamer Northern Light, with 300 passengers, and a small amount of specie, arrived at New York on Wednesday evening, and the steamer United States, with 300 passengers and \$70,000 in gold dust, arrived on Thursday last. The Winfield Scott had arrived at San Francisco on the 6th of May. The mail steamer Columbia left San Francisco on the 5th May, with \$1,826,000 in gold dust, and the mails.

The San Francisco papers contain but a few items of interest. The California legislature has passed a bill appropriating \$500,000 for the payment of the Indians war claims. The celebrated anniversary of the great fire at San Francisco had passed quietly away, though so great was the fear of the inhabitants that a similar calamity would visit them at that time that all the engines of the city were ranged in the streets with ropes stretched, &c.

Intelligence from Shasta reports the killing of 150 Indians by the whites, who were infuriated at the murder by the former of a Mr. Anderson.

A memorial signed by many of the most substantial citizens of San Francisco, and deprecating hasty legislation in the matter of Chinese emigration, has been presented to the legislature. In the meantime intelligence from Sacramento announces that great excitement with regard to the Chinese gold diggers exists along the banks of the American river, and their forcible expulsion from the diggings is taking place daily. On one morning a body of two hundred were driven off from one locality. There is but one opinion among the American miners in regard to the importation of Chinese into the mines. They are fully determined to submit to no longer.

The population of San Francisco had increased nearly six thousand during the month of April. Of this amount nearly one half came from China.

The weather had been favorable for mining, and the accounts from the diggings were generally satisfactory.

MEAGHER'S ESCAPE CONFIRMED.—His arrival in New York. —Thomas F. Meagher has arrived in New York. He was serenaed in Brooklyn on Friday night, at his temporary residence. He made a few brief remarks. The Courier and Enquirer gives the following account of his escape:—

"In common with the associates in exile, he enjoyed what is termed a 'parol of honor,' or in other words, he was permitted to move at will within a given circle, by promising not to go beyond it. For some time previous to February last, arrangements were in progress by which, if successful, the exiles, nine in number, were to be taken from Van Diemen's Land and brought to our shores. In January the arrangements were completed, when it was found that in consequence of their residing so far apart (some ten miles) it would be impracticable to get them all off at one time, and their friends, though reluctantly, were obliged to confine their operations to effecting the escape of Mr. Meagher, as his position gave the surest prospects of success. Every thing being in readiness, a 'parol of honor' to the magistrate, with the promise that he would consider himself bound by it for two hours after its delivery, and no longer. On receiving it, the magistrate gave immediate orders to the constable in Bothwell (where Mr. Meagher resided) to arrest him without delay. This the constable refused to do, stating that he was himself an Irishman, and would do nothing to hinder Meagher's escape. This placed the magistrate in a position somewhat unpleasant, as there was not another officer within twenty-four miles. He however mounted horse and proceeded to the nearest point for the purpose of bringing back an officer to take charge of Meagher, who waited for his return until the time promised had expired, after which he took horse and proceeded in an opposite direction, in which course he has said to have travelled as fast as his horse would carry him, for over one hundred miles, or to the point where his friends had another conveyance in waiting. After reaching Pernambuco, he is said to have been taken on board the brig Acorn on the 23d of April, and by her brought to this port."

MUNICIPAL INSTITUTIONS.—We learn by a telegraph despatch received from Northumberland, that a meeting was held on Wednesday last, for the purpose of taking in

to consideration the propriety of incorporating that County, which was unanimously attended. A good deal of discussion took place on the subject, and after a sharp contest, the opponents of the measure succeeded in defeating the motion to accept the Charter. The people of Northumberland must not, however despair; ere long the people will become more fully convinced of the necessity of such institutions, and then their success throughout the entire length and breadth of the land will be most triumphant. —New Bkr.

THE STANDARD.

WEDNESDAY, JUNE 9, 1852.

RAILROAD FESTIVAL!

Turning of the "First Sod," under the Contract for the first section of the ST. ANDREWS & QUEBEC RAILROAD.

Friday last, the 4th June, will be a day long to be remembered by the inhabitants of St. Andrews and the County of Charlotte generally. The sun shone out in regal splendor, and at an early hour the busy hum of people, dressed in holiday attire, passed along our streets, and the rattling of carriages, and other vehicles, sounded the note of preparation, and gave evidence of a general turn out to do honor to the day. At 9 o'clock, according to previous instructions, the carriages, wagons, &c., with the Directors, Shareholders and Guests, drew up into line at the Court House Square, and at half-past 9, the amidships procession advanced, headed by the

carriage of the Directors, in the leading one of which was displayed the Royal Standard, and passed through Frederick, Water, Elizabeth, Queen, and Harriet streets to the St. John road, thence via Chamcook to the Frye road, and after a pleasant drive through the woods the procession arrived at Bartlett's farm, ten miles from St. Andrews, the place selected for turning the sod. The ground was tastefully decorated with flags, and a large number of people from St. Stephen, and the neighboring State of Maine, assembled to witness the interesting ceremony. At 12 o'clock precisely, Col. Murray, the Administrator of the Government of the Province, accompanied by Mrs. Murray, arrived upon the ground, in his carriage, and was received by the Directors and officers of the Company, under a salute of 13 guns. His Honor and Mrs. Murray were then escorted to the spot selected for turning the first sod, when the Rev. Dr. Alley offered up a most appropriate prayer for the success of the great undertaking.

The Contractor, Mr. Brookfield, was then formally introduced to Col. and Mrs. Murray, and had the honor of presenting to Mrs. Murray the spade and barrow to inaugurate the work. Mrs. Murray then gracefully raised the first sod, deposited it in the barrow, and tipped it at the end of the plank prepared for that purpose, as emblematical of the commencement of the stupendous work. A salute of 19 guns was then fired in honor of the occasion. In the absence of the President, who was unavoidably prevented from attending, the Hon. Col. Hatch proceeded on behalf of the Company to cut and turn a sod, and was followed by Alex. Light, Esquire, the Engineer, and John Brookfield, Esq., the Contractor, in the same operation, typical of the Agency by which the work will be carried to completion. At the conclusion of this part of the ceremony, Col. Hatch addressed the Meeting with the following remarks:—

He said, that in turning the sod, he was of opinion, that the many and trying difficulties which the Company had met with during the incipient stages of the work, were about to pass away, and all things now would go on smoothly until its full completion. That though only two out of six persons, the original promoters of the design were living, four of them had gone to that bourne "from whence no traveller returns," yet he hoped and trusted that the remainder might be spared to realize the advantages that must necessarily accrue from the connection of the great Atlantic by Railroad with the great Saint Lawrence and those inland seas stretching to the far West. It was a noble and magnificent scheme to bring the products around the shores of this great sea to a point being the nearest to the waters of the inner Passamaquoddy—at Saint Andrews to Quebec, and to exchange them with those brought from so populous and fertile a country as Canada. —(Cheers.) It would turn the howling wilderness into the abode of civilization, and no person present could count upon the numerous advantages accruing to humanity from the undertaking. —(Great cheering.) At the time in which this project was commenced, in the infancy of Railroads, the conception of the idea was of an ordinary kind, but its completion would far outrun all present calculation in the good to be derived from it—in the immense trade in linking the hearts of the inhabitants of the Lower and Upper Provinces, together—producing internal strength, union, and respect abroad, and above all to insure to them the continuance of the blessings of the British constitution, which secured to all civil and religious liber-

ty. —(Cheers.) He tendered his thanks, in the name of the Directors of the Company, to His Honor the Administrator of the Province for his presence here this day, and also to his Lady for the very interesting part her Ladyship had taken in the ceremony. These kind acts will long remain in the hearts of the people of St. Andrews. He asked, on all sides, unanimity in future proceedings, and by a strong pull—by a long pull, (at which he should expect Mr. Brookfield, one of the Contractors now present, would take the lead,) and by a pull altogether, in which the Ladies would be no mean auxiliaries, that this great, this patriotic work would be successfully carried out, and amply realized, and though some of us present may not be permitted to see its entire completion, yet they would leave it as a legacy to their children, and future generations, showing the indomitable perseverance and unwearied zeal of a few persons, under circumstances the most discouraging, in the certain prospect of a railroad from this nearest point to Quebec, teaching them, that in a good cause, with integrity of purpose, they should never despair. —(The Hon. Gentlemen concluded amidst tremendous cheering.)

After Col. Hatch had concluded his remarks his Honor the Administrator of the Government, expressed the great pleasure which it afforded him to be present, and to have assisted at so interesting a ceremony. He entirely coincided with the observations which had fallen from Col. Hatch, as to the importance of effecting the opening of Railways through out the Province would create; and he stated that he experienced much gratification in noticing a singular coincidence, that his & Mrs. Murray's visit to St. Andrews should have so opportunely occurred at this time, for it was surely worthy of remark, and might be considered a favorable omen, that Mrs. Murray is niece to Earl Fitzwilliam, the chairman of the Company in England, and who he (Col. Murray) knew, took the liveliest interest in the progress of the undertaking and the general welfare of the Province. —(Cheers.)

Before retiring to the Bower, which was most usefully prepared for the occasion, Mr. Light and Mr. Brookfield both addressed the assemblage. We regret our space will not allow us to publish their speeches in full, but we cannot refrain from stating, that Mr. Light observed that he had carefully examined and made surveys throughout the whole extent of the Line, and had no hesitation in saying, that the grades and curves were all particularly favorable, and that the general facilities for construction were all that could be desired.

Success to the Undertaking was then drunk in champagne, amidst deafening cheers. —The health of her Majesty was drank, and God save the Queen, was sung with a depth of tone and feeling which was perfectly electrifying.

A general move was then made towards the Bower, where a cold collation had been prepared, and which had been got up with great taste and elegance.

A few ample justice had been done to the viands, so hospitably provided.

Col. Hatch rose to propose the health of his Honor and Mrs. Murray, and in doing so remarked:—

That he was glad to see that day—it was one of great joy to him, and he was happy he had lived to see it. That 17 years had elapsed, since he and some of his friends now no more, had first conceived the idea of projecting a Railway from St. Andrews to Quebec, and after years of unceasing perseverance amidst varying scenes of adversity and prosperous fortune, his fondest expectations were about to be realized. —(Cheers.) He had no fears now, as far as human foresight could penetrate, there was no occasion for dark forebodings, all was cheering in the highest degree (great applause). He had resolved the subjects over and over in his mind, and the benefit to be derived by the Province was incalculable; they, the people of St. Andrews, had set an example of energy and enterprise, which he hoped would be imitated. The immense resources of the County were at present locked up for want of access to them—the wood of the country, if he might be allowed the expression, had receded, into the interior, and we must bring ourselves in close proximity with it or our people must move away to foreign lands. A Railroad would place us side by side again, with the Pine and Spruce groves, the wealth of the land.

Our limits will not allow us to follow Col. Hatch through his observations, he closed his speech amidst great cheering.

Col. Murray responded in a neat and apposite speech, stating that it gave him very great pleasure to be present on this interesting occasion—that the Undertaking was a magnificent one, and fraught with great benefit to this County, and indeed to the Province at large; and that his projectors and promoters were justly entitled to the thanks of the people. He eloquently expressed his acknowledgments for the compliment paid him and Mrs. Murray by Col. Hatch, in proposing their health; and concluded by giving the health of the gallant Colonel in return, and for which he briefly returned thanks.

John Brookfield, Esq., in an exceedingly happy speech, proposed the health of Earl Fitzwilliam, prefacing his remarks with a well-merited eulogium on that Nobleman's virtues, and alluding to the deep interest he has taken in the railroad—a work which he (Mr. Brookfield) and his partners were resolved to complete to Woodstock—but he observed, he did not suppose it would stop there, it would in due time be carried through to Quebec. The toast was then drank, and followed by a round of applause, that made the welkin ring.

J. W. Chandler, Esq. then rose, and after

reviewing the rise and progress of the Company, observed that his friend Col. Hatch was one of the pioneers of this gigantic enterprise, and to whose perseverance the greatest credit was due. There had been others who had afforded able assistance in the infancy of the concern, some of whom were no longer among us, but who would have rejoiced to have seen this day. He dwelt at length upon the practical effects of the undertaking, and said that this work would lay open a fertile inland country capable of maintaining three hundred thousand inhabitants, through the midst of which the road would pass, giving them immediate access to the sea; that it would also open immense virgin forests covered with ship timber, which would thereby be brought into profitable use; that the water power waiting for employment in this country is, practically speaking, unlimited; and that, while the railroad would materially aid in the development of their valuable resources, the owners of the work may confidently look for perpetually increasing dividends. He concluded by offering as a toast, the health of Mr. Thompson, the Manager of the Company, to whom he thought the happy consummation of all their ardent hopes, and which they were then assembled to celebrate, must in a great measure be attributed; and with it he would couple the health of Mrs. Thompson. —(Cheers.)

Mr. Thompson replied in his usual happy manner, observing that as far as his humble abilities permitted, he would still exert himself in pushing forward the work—and that if any credit were due to him, he felt more than repaid for any exertion on his own part, by so happy an issue to all the delays and obstacles which had so long attended the prosecution of the work, and which he now considered would go forward without any impediment, and that he sincerely appreciated the honor which was done him and Mrs. Thompson in proposing and drinking their health in the very handsome and enthusiastic manner they had done, and thanked them most cordially.

Several other speeches were then delivered, and the company reformed in line, and a salute of 13 guns was again fired on the departure of his Honor.

Several distinguished strangers were present at the celebration, among whom we noticed Capt. Ford, R. A.; W. H. Drake, A. C. G.; Lieut. Kellogg, U. S. A.; Mr. Sherwood, H. R. M. Consul; Rev. Mr. Donald, of St. John.

Great credit is due to Julius Thompson, Esq., for the admirable manner in which the arrangements were carried out; his active mind and body were constantly in requisition. The people of St. Andrews will remember with feelings of pleasure, the 4th June, 1852, and we heartily join in wishing abundant success to the Railroad.

The foregoing is but an imperfect sketch of the celebration and speeches, for which we crave the indulgence of our readers.

The weather for the last six weeks has been dry, and fears were beginning to be entertained seriously for the safety of the Crops, but since yesterday afternoon refreshing showers have come, and dispelled all doubts.

Launched from the Ship Yard of Messrs. J. & R. Townsend, at Chamcook, on the 3rd inst., a ship named the St. Helena of 565 tons net measurement. The frame of this vessel is principally composed of hewn and pitch pine, in the selection of which no expense or trouble has been spared.

His Honor the Administrator of the Government, Lieut. Colonel Murray, and Mrs. Murray, left this on Monday, for the Seat of Government.

H. M. Sloop Cutter Netley arrived at St. John from Halifax, to be stationed in the Bay off Fundy during the present season for the protection of the Fisheries. The Netley is one of the tenders to the Flag-Ship Cumberland, and is under the command of Capt. Augustus F. Kynaston, who was in the Bay last year in command of H. M. S. Persian. Captain Kynaston distinguished himself last season by his close attention to the interests of the fisherman, and by his exertions for the formation of Fishery Societies at Campo Bello, West Isles and Grand Manan.

MARRIED.

On the 15th of May, by the Rev. Mr. Usher, Walter Boswell Ridgway, Esq., Barrister &c., and youngest son of Capt. Ridgway, Royal Navy, to Henrietta, youngest daughter of Dr. Marten. —[Canada Pap.]

At Musquash, 27th ult. by Rev. T. W. Robertson, Mr. James T. Clarke, of Saint John, to Miss Sarah Marshall, of the former City.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

—ARRIVED.—

May, 3rd.—Schr. Defiance, Clark, Boston; J. Clark, general cargo.

5th.—Packet Spray, Balson, St. John.—merchandise.

Barque Swift, Hughes, Boston.—H. Frye & Co., ballast.

7th.—Brig Victoria, Campbell; Sunderland. F. A. Babcock & Co., coals.

Schr. Ulica, Meloney, Boston, Flour &c.—to master.

REMOVAL.

The undersigned has removed to the new Building lately erected by Mr. CHARLES KENNEDY, and nearly opposite his former establishment.

J. W. STREET.

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