

## European Intelligence.

From papers by the Africa.  
PROCEEDINGS IN PARLIAMENT.

**THE NAVIGATION LAWS.**—In the House of Lords Tuesday, June 17th, Lord Stanley presented a petition from the port of Liverpool complaining of the evils which had accrued from the repeal of the Navigation Laws; and in a speech of considerable length proceeded to show that, though there had been an increase in the foreign trade of the country, the advantages derivable from that increase had not gone into the coffers of the British merchants, but into those of foreigners.

Earl Granville thought it could be shown that the repeal of the navigation laws had not been injurious either to the mercantile or shipping interest. Seven countries had followed our example; some entirely and without restriction like Sweden, Holland and Belgium, or under certain restrictions, like France and the United States. The case of France seemed to prove that protection alone would not produce a mercantile navy, for the tonnage of her merchant shipping had actually diminished under a protective system. With Spain and Portugal negotiations were pending which would, he hoped, result in a freer intercourse between those countries and Great Britain. With respect to America, which was our only formidable rival, though the repeal of the navigation laws had not been met in generous spirit, and though they had strained a point to include California in their coasting trade, he believed the effect of negotiations now pending would be that European goods would be carried direct to California through England. With regard to the distress under which the shipping interest described itself as labouring, he found it difficult to be reconciled with other accounts which represented that interest as extending itself in every direction.

Lord Hardwicke presented petitions from various ports complaining of the repeal of the navigation laws; and after complimenting Lord Granville on his able speech, declared that he had never heard a statement so little calculated to restore confidence in drooping interest. Earl Grey defended the ministerial policy; and, after a few words from Lord Colchester, the petition was ordered to lie on the table.

### FRANCE

The debate on Revision of the Constitution is going on with increased violence.

General Cavaignac has made up his mind. It is substantially stated in the *Siecle*, to draw the sword, in case Louis Napoleon attempts to override the Constitution and prolong his powers.

M. Leon Faucher, the Minister of the Interior, applied the word "abominable" to a speech of M. Lepelletier, who had attacked him; and also defended the insurrections at Lyons in 1831 and 1834, when the whole body of the Left rushed towards the tribune, and threatened Leon Faucher with personal violence. The men of the Right advanced to the rescue, and an actual melee took place in the hemicycle.

### SPAIN AND PORTUGAL

The news from Portugal is still of a doubtful complexion. A Spanish squadron has been sent to Lisbon, evidently for the purpose of keeping the revolutionary party in check. The Portuguese exchequer is reduced to a very low ebb, and this pecuniary embarrassment is very likely to lead to fresh troubles.

### ROME

The executions in Rome, by order of the ecclesiastical authorities, still continued.—Two individuals were shot on the 10th inst. The Papal Prefates are pressing their demands in every part of Europe. The Roman Catholic Bishops of the district of the Upper Rhine, comprising Wurtemberg, Baden, the Electorate and Duchy of Hesse, Nassau, Hamburg and Frankfurt have demanded the repeal of all religious concessions made since March, 1848, together with a list of no less than 16 other claims, all of the most aggressive character, and aiming at rendering the Church paramount to every other authority.

### EAST INDIES AND CHINA

We have had a further arrival from India by the mail. The Governor General has by this time reached Simla. The barbarians on the north-western frontiers are vigilantly watched and a strong force will remain in that quarter to repress any marauding acts.

The news from China is that the war in the southern Provinces still continues adverse to the reigning dynasty, which some anticipate will be speedily overthrown. At Canton they are said to be on the edge of a volcano, as the rebellion spreads toward that city.

At Van Dieman's Land the anti-convict agitation is assuming a serious aspect.

### THE PACIFIC RAILROAD SCHEME

At a meeting of the Geographical Society of London, held at the King's College, on the 9th inst., Sir R. J. Murchison in the chair, Mr. A. A. Whitney the projector of the gigantic scheme of a railway from Michigan to the shores of the Pacific Ocean, was present, and read a paper on the general features and importance of the enterprise. Mr. Whitney's scheme does not seem however to have been generally looked upon with favor. Mr. Robert Stephenson, C. E. thought the commercial question outweighed everything which Mr. Whitney had adduced with regard to distances. Captain Fitzroy thought the nearest route over land to China was across the North Pole. The Rev. C. G. Nicolay said the point in which he differed with Mr. Whitney was, as to the greater facility of constructing his proposed railway through United States territory than through British. Col. Lloyd said, it would take two hundred and twenty years to complete the project, as

"we could not afford to wait so long," besides it would place English commerce at the mercy of the United States and British North American Colonies. Maj. C. Smyth said the project ought not to be regarded exclusively as a route for commerce, but also as affording employment and facilities for the settlement of the people. "What was an advantage to Canada he could not but regard as equally a benefit to England." Mr. Vigouley thought they must be content to take to take the ocean as the cheapest and most economical of highways. Mr. Trelawney Saunders advocated carrying out the project through British territory for the settlement of "our surplus population, and to direct the stream of emigration from the U. States." Sir Edward Belcher, R. N., considered the project untenable as a route for commerce, and thought that if the land was settled, and gold should be found in the interior, the gold would not pay for the expense of carriage to the coast. Mr. Whitney observed that he had been greatly misunderstood; he did not mean the scheme to be viewed as a capital and dividend question, its main objects being settlement and civilization. The cordial thanks of the Society were awarded to Mr. Whitney, and the meeting broke up. From this we should fancy that Mr. Whitney's grand plan will not be realized in our day; that Mr. W. may see it even well begun he will require to live as long a period as the imaginative people of Asia hope their friends may survive—a thousand years (or moons)—seeing that its construction is computed to occupy a period of more than 2,640 moons.

### COLONIAL RAILWAYS.

We are gratified to-day, beyond the power of language to express, in having it in our power to announce, that the meeting of Delegates at Toronto was of the most satisfactory character; and that arrangements were then and there made, which in their results will lead, at no distant period, to the commencement—the construction—and the ultimate completion of the Halifax and Quebec Railway, and of the European and North American Railway!—And further, that with reference to the costs of these great and truly national works, New Brunswick will not be asked or expected to assume any liability, or incur any burden beyond what is right and proper—not a particle beyond what the people can cheerfully and readily bear—nor exceeding what they will be willing, gladly willing, to assume!

In Canada, legislative action will take place at once. On the return of the Hon. Mr. Howe to Nova Scotia, the public will be informed of the course intended to be pursued there, and by that time we shall be fully advised of what is likely to be done in this Province.

After such a gratifying announcement as this, we cannot stop to discuss scurrilities, or bendy words with that portion of the city press which uses such unjustifiable language with respect to these great undertakings. Their conductors will be heartily ashamed hereafter of the course they have adopted, and the expressions they have used, when they learn the little justification they have for either.

We have no hesitation in saying, that the Halifax and Quebec Railway, and the European and North American Railway, may from henceforth be considered fixed facts!—They will positively be built—they will be built on terms advantageous to New Brunswick—and they will be completed in the shortest time possible consistent with a due regard to economy.

Success to New Brunswick, and all North America! There are better and brighter days in store for us Colonists than the most sanguine ever imagined!—[New Brunswickian.]

### LATER FROM FREDERICTON.

HIGHLY IMPORTANT!

We learned from Fredericton last night, that with a view to the speedy commencement of the two great Railways, and the consequent emigration to this Colony of large numbers of intelligent and comfortable yeomen, and "jolly farmers" from Old England, the Executive of this Province has just ordered the immediate survey of a large tract of country between the Shepetic and Richibucto rivers, the same to be laid off into townships of five miles square, and to be divided into mile and quarter mile sections, as in the United States. Surveyors will be set to work without delay, and the survey will proceed vigorously; the first blow is struck; the GREAT WORK of Colonizing New Brunswick by means of extensive Public Works, on an enlarged and liberal scale, from this moment has begun, and the progress of the country may be said to be commenced!

We cannot but rejoice that we have in this Province some able men, who, without saying much, effect a great deal; and who, without that continual babbling which we hear from those who ought to know better, are content to do their work, and do it well, leaving it to be talked about afterwards.—[Ib.]

**PAPER MILL.**—The Paper Mill recently erected by the Messrs. Philips, at the Water Company's dam, was set to work this week; and as there is a large quantity of Paper used here, we trust the enterprising manufacturers will meet with sufficient encouragement to make it a profitable business.—[Courier.]

**FIRE.**—We are sorry to learn that the Dwelling House of James Brown, Esq., at Brown Hill, Parish of Simonds, was destroyed by fire last Saturday afternoon, occasioned by a spark from the chimney, which lodged upon the roof about half past two o'clock. The wind was blowing strong at the time from the North-West, causing the flames to spread rapidly, and preventing the removal of more than half the furniture. The build-

ing was insured for £250, but being large and costly for the country, Mr. Brown is a loser to about that amount. By the aid of a few neighbours, his barns were saved, and his Mill, being in another direction, was not so much endangered.—[Ib.]

## THE STANDARD.

ST. ANDREWS, WEDNESDAY, JULY 9, 1851.

**St. Andrews & Quebec Railroad Company.**

John Wilson, Esq., President.  
Julius Thompson, Esq., Manager.  
S. H. Whitlock, Esq., Secretary.

The Board of Directors meet every Thursday for the transaction of business.

**Charlotte County Bank.**

Mon. HARRIS HATCH, President.  
Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

**Bills and Notes for Discount must be lodged with the Cashier, on or before MONDAY otherwise they must lie over until next week.**

**Sains and Clock House.**  
Commissioners—Robert Ker, John Lechary, R. Stevenson, D. Clarke, G. F. Stickney.

**Saint Stephens Bank.**  
Wm. Todd, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

**Bills and Notes for Discount must be lodged with the Cashier, on or before FRIDAY, otherwise they must remain in his hands until the following discount day.**

The Steamships Africa, in about 11 days from Liverpool, and the Hermann, 13-14 days from Bremen, via Southampton, arrived at New York on Wednesday morning last. The Africa brought seventy passengers, and 700 tons merchandise.—The English dates by her are to the 21st ult.

**ARRIVAL OF THE CANADA.**—By Telegraph.

—The R. M. Steamship Canada arrived at Halifax after the remarkably short passage of 8 1/2 days from Liverpool, being the quickest on record.

The Railway Despatches appear to have set some of the St. John papers by the ears; they lecture Earl Grey soundly for having deferred submitting the European and North American Railway Act for Her Majesty's confirmation. They talk loudly of discontent—annexation—a spirit of insubordination—trouble—and a great many other threatening expressions, which amount to nothing in the end; we trust, however, a better feeling will exist upon reflection, and that they will cease these ribald attacks, and urge their people to go to work in earnest to organize the Company, and cease calling upon Hercules—amend their Charter, which they must do if they are desirous to obtain the Provincial subscription for stock under the Royal Assent; if they prefer the Charter (as it now is), they can go on without delay, but the Railway Bill becomes a pulley. Earl Grey we take it, has shown no disposition to retard the work, or prevent the act becoming a law—in fact it is now the law of the land. One thing our neighbors of St. John may rest assured of, that the British Government will not give the European and North American Railway a preference over the Halifax and Quebec line, nor indeed should it, for the latter will unquestionably open up a fine tract of country for settlement and traffic, and be a source of profit to the Province; while the former (the E. & N. A. railway,) will at best pass through a part of the Province already settled, and where it must depend mainly on passengers as a source of revenue, and even then it will be but a highway, the Province deriving little profit from it, with the exception of the expenditure of the money required for building it. With respect to the Act to facilitate the construction of the St. Andrews & Quebec railroad receiving the Royal confirmation, we entertain no doubts, and trust that we will have the pleasure shortly of announcing that it has received the Queen's assent.

**New Post-Office Act.**—Since our last, the postage on Newspapers in the Provinces has ceased, and the Post Office department is now under control of the Provincial authorities. How this will work remains to be seen. The tax upon knowledge is removed and the people can get their papers free by mail; in view of this fact, they should now subscribe for their local papers. The Government can establish Way offices, in the various districts of the Country. Let the people then make the application, call parish or public meetings, and subscribe to pay a carrier to pass once a week through the various parishes where there is no Way Office and then they can receive their intelligence regularly. We are informed that letters and newspapers can be forwarded by mail to the United States without charge, but no letters or papers will be received from the United States, without the postage having been prepaid.

**SMALL POX.**—We are informed that some cases of Small Pox made their appearance on board a vessel landing at the Ledge. The unfortunate sufferers were brought down on Saturday night last, and placed in the hospital at Quarantine Island, where they are under the care of the visiting Physician.

It is rumored, that the Boundary Line

between New-Brunswick and Canada, has been adjusted in such a way as to be satisfactory to New-Brunswick.

**THE REV. MR. TEMPLE.**—We omitted to notice in our last, that the Rev. Mr. Millar, who has presided over the Wesleyan congregation in this place for the last two years, has been succeeded by the Rev. Mr. Temple, a clergyman highly esteemed for his talents, and moral and social virtues. A Fredericton contemporary thus notices the Rev. Mr. Temple's removal to this station:—

"This highly esteemed clergyman, who has for the last two years, presided over the Wesleyan Congregation in this City, has been removed to St. Andrews. The Rev. gentleman carries with him the respect and love of all classes in this community, where his truly catholic spirit secured for him the good will of all who had intercourse with him."

**THE SEMI-ANNUAL EXAMINATION OF THE GRAMMAR SCHOOL,** took place on Friday the 27th June, which we are happy to state received the unanimous approbation of the President and Directors.

Every pupil from the more advanced classes of Homer, Horace and Virgil to the not yet initiated in the mysteries of classic lore, appeared to be perfect masters of their several subjects. Those engaged in the intricate study of mathematics acquitted themselves with great credit and seemed quite familiar with those portions of the science in which they were examined. The Geography class also attracted our attention by the prompt and ready manner in which they answered every question. We would remark that this is an institution embracing immense advantages, where both those that are intended for the more humble occupations in life, as well as those that aspire to become ornaments in the learned profession, may acquire a most thorough and requisite foundation.—We submit a resolution passed by the Board of Directors:—

"The Board unanimously approve of the general answering which is very creditable to the master, and hope that during the next term, the boys will be more regular in their attendance, and that their attention to study, and general good conduct will be such as to merit the approbation of the President and Directors and their friends."—COMMUNICATED.

**THE EVANGELICAL EXPOSITOR**—a new Paper published at St. John by Messrs. Gillies & Woodrow, has reached us. The mechanical execution is neat, and the editorial department ably conducted. Price \$2 per annum.

A reward of \$5 is offered in our advertising columns for the discovery of the parties who wantonly destroyed the windows of the Madras School House. Parents, whose sons are in the habit of breaking windows and pulling down fences, would confer a favor on their children, as well as the inhabitants, by keeping them at their studies in the evening, instead of parading the streets and doing mischief.—Com.

**Arrival of the Fanny.**—We learn from papers received from California by the steamer Prometheus, that the ship "Fanny," owned by Mr. Eastman, of Saint Stephen, arrived at San Francisco, on the 20th May. The vessel experienced heavy weather, and was struck by lightning, without receiving damage. It will be recollected that the Fanny carried out the little steamer S. B. Wheeler, which ran last year, between Eastport and Calais, also a number of passengers—among whom were Alex. Campbell, Esq., and Mr. Wm. Ellis, and others belonging to this County.

**CANADA.**—The Ministry was virtually defeated on the 26th on Mr. McKenzie's bill for the abolition of the Court of Chancery.—The vote was 34 to 30, and the scheme was defeated: but there were only six Upper Canadian votes on the Ministerial side. There was quite an uproar in the House, in consequence of Mr. J. H. Boulton getting up and stating that he congratulated the Upper Canadians on the vote just taken. It proved that the feeling of Upper Canada was against the Court of Chancery, and that the Ministry had only obtained it by the aid of members from Lower Canada.

A telegraph despatch to New-York on Wednesday, states that Attorney General Baldwin has resigned his office in consequence of the desertion of his Upper Canada friends in the vote to abolish the Court of Chancery.

**The Deserters.**—Stephen Walsh, one of the nine deserters from this garrison, having been arrested in New York, at the instance of the British Consul, underwent an examination before Joseph Bridgman and George W. Morton, Esquires, the former of whom delivered the decision of the Commissioners on Tuesday last, and discharged the prisoner, on the ground that in his case the violence and appropriation of property were not made with a felonious intent, but simply to facilitate the prisoner's intended desertion. It is stated that on leaving the Court, three groans from the British Minister were called for, and responded to by two thirds of the audience present, and three cheers were as heartily given for Mr. Bridgman. It is added that Walsh then proceeded to his regiment at Bedford's Island, so that he must have entered the U.S. Service.—[St. John Courier.]

On Tuesday evening there was a severe thunder storm in Kingsclear, a few miles from this City. Mr. Hiram Good, who happened to have been in the field at the time, was struck to the earth by the lightning, and narrowly escaped with his life. In the mean time, a cow belonging to Mr. Good, and 27 sheep owned by Mr. Dykeman, and others, were killed on the spot. This whole storm, although so near, was scarcely felt, except as a heavy shower—in Fredericton.—[Reporter.]

About sixty houses have been raised this Spring upon the burnt district in this City; several others are in progress, among which will be some of the finest brick buildings in the Province.—[Ib.]

**To Subscribers.**—Much as we dislike this method of "dunning," we are obliged to adopt it in consequence of the remissness of many of our subscribers who have been called upon, and have promised to pay, but there they stopped. Many are now some years in arrears, and as we require means to carry on our business, we request they will "pay up" without further notice. To those who have paid regularly we tender our thanks.

**THE GREAT RAILWAYS.**—The important and cheering news which we published last Saturday morning, was announced on Friday at Halifax, in the *Sun*, commencing thus:—"The Railroad—Good News!!—Good news!!—admirable news!! concerning the Great Trunk Railway from Halifax to Quebec, has been received. The Toronto Convention have agreed upon a Railway policy. The Trunk line is to be built—to extend over a line of Fourteen Hundred Miles—from Halifax to Detroit—entirely through British territory."

The Recorder of Saturday, in announcing the fact, as communicated to one of the Executive Council of that Province from Toronto, says that the whole line of Railway will be completed within five years.

There is a good time coming, and no mistake!—[New-Brunswickian.]

### TWO WEEKS LATER FROM CALIFORNIA!

The steamer Prometheus arrived at New York on Thursday last, from Chagres, bringing San Francisco dates to the 1st of June, and 250 passengers.

The steamers New Orleans and Northern-er had arrived at Panama from San Francisco, the former with \$400,000 in gold, and the latter with \$600,000. The Tennessee had also arrived with two and a half millions in gold.

San Francisco and Stockton are both rebuilt again.

The news from the mines is favourable.

There was a good demand for many kinds of goods, and a considerable amount of business was transacted since the departure of the last steamer.

The accounts from San Francisco are encouraging. A remarkable energy is exhibited in the work of rebuilding and restoring what was so recently destroyed by fire, and business affairs are rapidly improving.

Rumours of Indian difficulties and skirmishing in the northern part of the state are rife. The despised Indians have proved themselves not lacking in courage, and it is to be deeply regretted that a few individuals have had the power and want of principle which has made a war with these wretched creatures quite probable.

Three-fourths of the streets are lined again with habitations, although not four weeks have elapsed since the fire.

So top, it is at Stockton. Accounts from there are very encouraging. Her people have not been disheartened by their great calamity, but have progressed very far in remedying by building the destruction of their great fire. These two fires had not as much effect as was anticipated in raising prices, on account of the great quantities of goods on ship board, and large cargoes which have arrived.

Great agricultural improvements had been made in the suburbs of San Francisco.

### SHIPPING JOURNAL.

#### PORT OF ST. ANDREWS.

ARRIVED.

July 2d.—Packet Matilda, McMaster, Eastport, provisions.  
Schr. Defiance, Clark, Bath.—James Clark, ballast.  
Packet Spray, Balsom, Saint John, merchandise.  
Srd.—Packet Fame, Cole, St. John, merchandise.

Cleared at St. George.

July 5th.—Barque Lady of the Lake, Smith, Cork for orders, deals.—W. Whitlock.

Cleared at St. Stephen.

July 3rd.—Barque Melvina, Gale, London, deals.—J. Wilson.

At Liverpool, 17th ult., Laconic, from New Orleans.

Loading at Liverpool, Margaret and Rachel for Campo Bello.

### \$5 REWARD.

**FIVE DOLLARS REWARD** will be paid to any person, who will give such information as will lead to the detection and conviction of the person or persons who wantonly broke the windows in the Madras School house, within a few days.

W. PHEASANT, TRACER.

July 8, 1851.

Ships Articles and Manifests for sale.

## CANAD

JUST received prime lot of fresh and sweet.

TIN, SHEET

Market Square

**THE** Subscri Store on th Square lately oc McLean, takes let inhabitants of he has commenced and Copper Wor various branches lect knowledge of mination to give t to any orders to n lic patronage.

PLUMING with every despat

July 1, 1851.

Wm.

**HAS** just rec 12 chests fine C 50 kegs best Wt 2 Hhds Linnet 1 Bbl Split Pe

On 12 Hhds Super and Henri

Es " Lady of 100 Bbls. Cana 50 Hhds. Pitch 120 Cheep Woc 3 Doz. Palm Willow, Cloth: Nests of Tubs.

Also,—Co

A general assor 'Boy's, Misses Shoes.

Provisions and

700 Pieces Ch

St. Andrews

Grocery &

JOHN

Respectfully a of St. Andri has opened

Hotel, w fresh and Provision

SUPERFIN

Barrels Tea, Coffee Molasses, J Brown and Fine and

BARLEY, Allspice, St Pickles, Pe CONFEC

Tobacco, C Starch, Bat Boots and

Which, toget other articles prices for cas

A Coils of COR

St. Andrews

Waggon

ONE right for one warranted horse.

One good Apply to

St. Andrews

Valuabl

Co

THE Two commodious TAGE, on Premises at The above on Pagan-Si villages, com and Hay, is terminus of Railroad; sits for the If not dis the 1st May For furth Office, or ti

St. And

From

AT

Feb. 4, 18