

North America deeply mourns, for he was her steady and enlightened advocate—whose aid I regret I have not now, for he was my personal friend declared in the House of Commons, a short time before he died, that in Ireland, on an average, 2,000,000 people were unemployed for 30 weeks in the year. To what extent fever and famine have diminished that number since, I do not know; but I take the fact as it then stood, and fear that too near an approximation to that statement might be hazarded, even now.

[To be concluded in our next.]

## European Intelligence.

The Parliamentary intelligence is destitute of general interest.

The Parliamentary Committee had decided on the Cape route for the Australian mails. Trade accounts in the provinces were satisfactory. Consuls were firm and tending upwards. The money market was easy.

The weather continued cold for the season of the year, and rain was much wanted for the spring crops.

The success of the World's Fair in London still continued to be the great theme of conversation. On the 21 June, nearly £7,500 was taken at the doors, and the Times states that on the 31 instant, the number of people who visited the Exhibition, was officially returned at 53,371, the amount taken at 1s. a head, and by the sale of season tickets, being £2,415 2s.

The illuminations on Saturday night, May 31, in honor of her Majesty's birth day, were more than usually brilliant, and more houses than on previous anniversaries of the same event were decorated with devices and letters in variegated lamps and gas.

The steamship Great Britain is being put in thorough repair, and will, it is said, commence to run between Liverpool and New York next September. She is to be commanded by Captain Mathews, formerly of the Great Western.

The repairs of the Atlantic are in a good state of forwardness, and it is expected that she will resume her place in the Collins line about the first of July.

Richard Lalor Shiel, British Minister at Florence, died suddenly on the 26th of May. The death of the Earl of Shaftesbury is also announced.

Louis Napoleon had visited the Southern Departments for the purpose of opening the Paris and Lyons Railway. Grand banquet was given him at Dijon, where he made a speech which gave great dissatisfaction to the Parisian Journals, which looked upon it as a declaration of war against the Assembly. The President returned to Paris on the 31st of June, where he was received with some stir, but no disturbance ensued.

The Government of Spain was in great fear of an insurrection at Madrid, and great military precautions had been taken. The Spanish democrats had issued a long programme of future operations.

Portugal was generally tranquil. Two regiments at Oporto had attempted a reactionary movement; but it was suppressed by the authorities. The Chamber of Deputies was dissolved on the 25th, and a new Cortes convoked for the 15th September.

The meeting of the Emperors of Austria and Russia at Olmutz, was of a military character.

The New York Steam Line to Galway has ended even before it was begun. The North America, up to yesterday, has been announced as the pioneer ship of the proposed line; and not until the very hour fixed for her sailing was it known that there was never, probably, any intention of sending her on that untold voyage. Instead of departing for Ireland, she suddenly turned her head towards California. The story about going to Galway was only an Irish Bull. If Mr. P. T. Barnum had not been one of the intended passengers, we should have suspected there was some humbug about it. (Boston Traveller.)

## LATE FROM CALIFORNIA.—GREAT CONFLAGRATION.

The steamer Crescent City, from Chagres, brings further particulars of the great fire in San Francisco. The loss is set down at three million of dollars, instead of twelve millions, as previously stated. Nearly one half of San Francisco has been destroyed, including all the newspaper establishments but one.

A very destructive fire has also occurred at Stockton, involving a loss of over a million of dollars. Great excitement prevails in California and in New York. It is feared that these fires will cause many failures.

NOVA-SCOTIA.—A proclamation appears in the Royal Gazette of Wednesday last, announcing that the new Post Office Act will come into operation in Nova Scotia on the 6th of July.

The troop ship Resistance arrived at Halifax on the 12th inst. from Bermuda, with the 44th Royal Highlanders, 1,000 strong. The 88th, Connaught Rangers, embarked on the Resistance on Wednesday for home. The Hercules is expected at Halifax from Barbadoes, with the 72d, Highlanders.

The Halifax Chronicle of Tuesday says, that H. M. S. Persian is to sail immediately for the protection of the Fisheries in the Bay of Fundy.

We understand that it is the intention of the owners of the steamer Creole, to give a Pleasure Excursion from this City to Portland and Boston, on the 24 July, giving parties wishing to go on to witness the festivities of the 4th, the option of returning on the 5th, or the following week. Bills will be posted in season.—Courier.

ST. ANDREWS AND QUEBEC RAILROAD.—We are glad to be able to furnish our readers with most gratifying information relative to this line, which there is now every reason to expect will be completed without much further delay. Tenders have been called for from persons willing to undertake the making of thirty additional miles of this pioneer Railroad of New Brunswick, and we are authorized to state that Mr. Thompson, the Agent of the English stockholders, who is in our Province, is well satisfied with the selected line for the road, and most sanguine as to the success of the undertaking.

If this road were completed, every man in Carleton who raises potatoes would be worth nearly three times the amount of money which his present stock would be valued at. At Eastport and Portland, potatoes are throughout the year on the average worth a dollar a bushel; in Carleton their average value is from 1s. 3d. to 1s. 6d. If there were a Railroad to St. Andrews, the cost of transportation would not at the maximum exceed sixpence. Thus by the introduction of the Railroad a premium of at least 3s. is immediately given on every bushel of potatoes raised in our County. Calculations demonstrate that the value of grain of all kinds of cattle could be made, which would show the beneficial influence of this line of Railroad to our farmers in various points of view.

It is rumored that Capt. Robinson to whom we are so much indebted for his spirited and persevering efforts in aid of the above line of Railroad, is about to be called to the Executive Council. We sincerely hope this report may prove true. A more manly and business like legislator than Capt. R. we have not in New Brunswick. He is also a gentleman of independent fortune, and has long devoted himself to promoting the most considerate and practicable measures which have been suggested for the improvement of our people and country. (Carleton Sentinel.)

## THE STANDARD.

ST. ANDREWS, WEDNESDAY, June 25, 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.  
Hon. 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.

ALMA and WORK HOUSE.  
Commissioners—Robert Ker, C. Dimock, John Lochary, D. Bradley, Henry O'Neil.

Saint Stephen 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.

Since our last, two Steamers have arrived at New York—the U. S. mail steamship Humboldt, from Havre, via Cores Roads with London dates to the 4th, and R. M. Steamship Niagara, from Liverpool with dates to the 7th inst.

The political news is not important. The Ministry are reported to be very unpopular—but there appears to be no hope of their resigning this year. In our columns we give summary of the intelligence received by these Steamers.

FRANCE.—The speech of Louis Napoleon at Dijon was very violent against the Chambers, and a part of it was suppressed. The Assembly was very indignant—Paris was greatly excited.

PORTUGAL.—Another rebellion has broken out in Portugal in favor of the Queen, and against Sal. daniel.

CAPE OF GOOD HOPE.—The Kafirs are reported to be gaining fresh strength. Sir Harry Smith is calling for levies of troops, the force at his command being totally inadequate to this emergency.

ST. JOHN'S DAY.—Yesterday being St. John's Day, the Brethren of Hibernian Lodge No. 318, met at their Lodge Room at 10 o'clock, for the purpose of celebrating the day. Notwithstanding the unpleasant state of the weather, rain having fallen during the night and morning, a goodly number of the brethren of the mystic tie, from Milltown, St. Stephen, and Calais, came down in the Nequasset to unite with their brethren of Hibernian Lodge in doing honor to the day.

At 11 o'clock a procession was formed, and preceded by music and a beautiful new banner, marched to All Saints' Church, where an eloquent and impressive sermon was preached by the Rev. Br. J. S. Thompson, who had kindly consented to officiate on the occasion. The service having been concluded, the brethren returned in order to the Lodge Room, where, after the usual ceremonies, they were called from labor to refreshment, and proceeded to Bradford's hotel, where they partook of a sumptuous collation which had been prepared for the occasion, and the Members separated at 4 o'clock, p.m., much pleased with the proceedings and entertainment.

We learn from one who knows, that had the day been fine, a large number of the Fraternity would have been present from the Upper Districts.

RAILWAY DELEGATION AT TORONTO.—Nothing has as yet transpired relative to proceedings of the Delegates at Toronto. It is generally supposed, by those who are acquainted with the views of the Delegates from Nova Scotia and this Province, that arrangements would be entered into at the Meeting, which would be satisfactory to all parties, and that it was probable a line of Railway from Halifax to the Head of Peticoniac, thence passing near the Grand Lake on the river St. John, and Fredericton to Woodstock, where it would unite with the St. Andrews and Quebec Railway. Should this line be adopted, some of the best land in this Province would be opened up for settlement, and Halifax and St. John would be placed in direct communication with Canada by the shortest possible route.

Since the above was written, we learn from the New Brunswick of the 24th inst., that a telegraphic dispatch was received in St. John, on Monday last—"announcing that the Hon. Mr. Howe and the Hon. Mr. Chandler will leave Toronto this morning, on their return to this Province and Nova Scotia." We learn also that the Executive Council will meet at Fredericton as soon as Mr. Chandler returns, when some very important business will be transacted. We have no doubt that in a very short time some propositions will be presented to the people of this Colony that are likely to meet general approval, and will secure the construction of both our great Railways in a way that will be satisfactory to the whole Province."

ST. ANDREWS & QUEBEC RAILROAD.—The adjourned General Meeting of the Shareholders in the above Company, was held at the Town Hall, on Tuesday the 17th inst., John Wilson, Esq. in the chair.

The Secretary read the Report, which on motion of Capt. J. J. Robinson, seconded by Lachlan Donaldson, Esq., was approved and accepted. It states that—

"In coming before the Stockholders at this adjourned meeting of the General Meeting, held on the 6th ultimo; the Directors feel that the statement which was then laid before you by the President, has in very many points, rendered a lengthened report from them unnecessary.

It has been the earnest and anxious endeavor of the Directors in administering your affairs during their term of office, to observe the strictest economy in all their transactions; and in calling your attention to the receipts and expenditures during the past twelve months, they confidently trust to obtain your entire approval of the expenditure of the funds which have been at their disposal.

You will find, by the balance sheet, which has been prepared and ordered to be laid before you, that the receipts have amounted to £24,668 19 0. Of this sum £17,507 18 24 have been expended in the actual construction of the works—£4,905 1 2 in engineering and surveying expenses; £779 1 0 in office law expenses, and crown land surveys, and £2,379 7 8 in preliminary, incidental, and other expenses, leaving a balance against the Company of £1,202 9 2; viz: to Charlotte County Bank £477 9 2; Saint Stephen's Bank £500 0 0, and other liabilities £225 0 0.

In the course of last summer a contract was entered into with Mr. John G. Myers, of Portland, for grading and making all the earth work between St. Andrews and Limeburner's Lake, a distance of 10 miles. This contract will expire on the 1st of July. The expenditure above specified does not include any sums disbursed in England, which however, amount to £10,276 16 0, for 600 tons of iron rails, for an engine and tender, and for the ordinary expenses of the office in London.

This total expenditure entitles the Company to a grant of 20,000 acres of land beyond the 10,000 already received. The claim for 10,000 of which has been made to Government, but owing to some informality in the affidavit delay in the issuing of the surveying order has arisen; but this will be immediately rectified.

In connection with the subject of land, the Directors are called upon to report to you a proposition which has been made by several eminent and influential men in England, to form an association and found a settlement on the borders of the line, exactly on the same principles as those adopted in the Canterbury settlement in New Zealand, and it is proposed to give up a block of 20,000 acres for that purpose. The London Board have already passed resolutions, unconditionally, 10,000 acres from their share of the land; and they are desirous that the Local Board should do the same; but the Directors have thought it judicious, as the General adjourned Meeting was so shortly to take place, to obtain the sanction of the stockholders, authorizing them to make such grant of 10,000 acres should they think proper so to do.

The Class A Section of the shareholders have found it necessary within the last twelve months, in consequence of operations of the "Joint Stock Company's Act," which would have imposed upon them an unlimited liability, and had the effect of breaking up the Company in England, to apply to the Imperial Parliament for an Act to incorporate themselves as a separate Company.

Your Directors gave their ready and cordial assent to the arrangement, upon receiving a full explanation of its importance; and it will be necessary for you now specially to agree to such Act of Incorporation, by a formal resolution of this Meeting, a copy of the said Act has been ordered to be laid before you.

After the passing of the said Act, it became necessary for the carrying out the business between the two Companies to enter into certain Deeds of Arrangement, and Deeds of Trust, for the regulation of the affairs of the road, and the partition and division of the lands which will belong to the two Companies.

Under the provisions of the Act passed by the Legislature of this Province in the session of 1850, authorizing them so to do, the Directors have executed these said Deeds, and the formal sanction of this Meeting to them is now required. The documents themselves are always open to the inspection of the Shareholders.

Under these circumstances it became necessary to appoint some Gentleman, having the entire confidence of the London Board, as Manager of the affairs of the Company; and as you are aware Mr. Thompson arrived in this Province last November, sent out under the strongest recommendations to him as the responsible officer, and he has accordingly been confirmed in the appointment.

The passing of an Act for the granting of Provincial Debtenture Bonds, and Mr. Thompson having been directed to proceed to England, has been made known to you by Mr. Wilson's statement. The objects of his mission were to make arrangements with the Class A. Directors, to negotiate for the means to comply with the provisions of the said Bill, in order to obtain the issue of the Bonds, and to make, if possible, an arrangement for letting the whole remaining unfinished portion of the line to Woodstock, to some English contractor.

Since the last Meeting held in this room, that Gentleman has returned to St. Andrews, and the Directors are happy in being able to report to you that he has been entirely successful in carrying out the objects of his mission; and they trust that the arrangements which have been entered into, will have the effect of speedily bringing the line to a successful completion as far as Woodstock.

The nature of those arrangements are first, that on condition of the Executive Council consenting to view any expenditure of money made subsequent to the passing of the said Bill, as entitled to an issue of Debtenture Bonds, and guaranteeing that an issue shall take place immediately the Queen's sanction to the said Bill has been obtained, for any sum so expended, provided that it does not exceed £10,000 sterling; that then, in that case, an advance to the extent of £10,000 sterling will be made by the English Board, for the purpose of pushing on the works to completion on the first 10 miles during the present summer. This concession on the part of the Government has been obtained, and consequently the works will now be pushed forward with the utmost activity. Secondly, that a provisional agreement has been entered into with a Mr. Shaw, an English contractor of eminence, for the completion of the entire unfinished road to Woodstock.

The negotiations with that Gentleman have necessarily been confined to mere generalities, in consequence of the ignorance under which he naturally labours, of the nature and features of the country through which the road is to pass. They have proceeded, however, to the length of his sending out his accredited agent, for the express purpose of making the necessary inquiries as to the nature and features of the country, and obtaining such information as is absolutely required to make a just estimate of the price for which he can afford to build the road, and which can only be obtained by personal enquiry and inspection, and going through the country.

Mr. Brookfield, the agent for Mr. Shaw above alluded to, arrived in this town on Sunday the 8th inst., and is now in company with Mr. Thompson and Mr. Light, on his road to Woodstock, keeping the line the entire way through the woods; and it is confidently hoped that a very favourable contract, embracing the whole work, and, if required, furnishing and stocking the line, will be the result.

Under these circumstances, the Directors feel they may confidently congratulate the Stockholders upon their present position, and on the prospect of a speedy opening of the road; but in doing so they cannot disguise from themselves, that the possibility of carrying all these arrangements to a successful termination, must depend upon the Stockholders themselves in punctually paying up their calls, and thereby enabling the Directors faithfully to perform their part of the contracts they may enter into.

It will be necessary before the next annual Meeting, probably to make additional calls on the shares, and it is earnestly hoped that there will be no delay in responding to them when made, so as not to impose upon the Board the unpleasant duty of taking steps to enforce payment; and for the same reason it is requested, that the amounts still remaining due on the second call, will be liquidated without delay."

Resolutions were then passed, approving of the suggestions and arrangements of the London Board, in reference to founding a settlement on the principles of the Canterbury settlement in New Zealand, and authorizing the Directors to convey 10,000 acres of land for that purpose; also, Resolutions approving of certain deeds of Trust and deeds of Arrangement which had become necessary between the two Boards on the incorporation of the Class A section of the Shareholders, and confirming the execution of the same by the Directors.

After some routine business, a vote of thanks was then passed to John Wilson, Esq. for his efficient conduct in the chair, and the Meeting separated.

English Emigration to New Brunswick.—We learn that information has been received by an official gentleman of this city, of the intention of a large body of Englishmen to emigrate to this Province the present season, for the arrangements for the construction of the Halifax and Quebec Railway as it is completed in sufficient time. So soon as it is ascertained that the work is positively to go on, in all probability ten thousand persons of English birth, will embark for this Colony, one half of whom will land at the ports in the

Gulf, with the view of seeking favorable locations on the line of the Railway. We understand that all these intending emigrants are possessed of means, the humblest among them being able to bring £500 sterling, while many will bring £5,000, or even more. They will be accompanied by persons of capital, who propose to establish on the line of the Railway, mills, factories and workshops, not only for the construction of the necessary locomotives, carriages and tracts for passenger and freight traffic on the railway, but for other manufacturing purposes. These will be followed next spring by a body of intelligent and able farmers, who will form settlements and regularly cultivate the vast but fertile country now lying valueless in the north-eastern portion of this Province.

It will be a brilliant day for New Brunswick when such emigrants, possessing education, skill, and ample means—imbued also with true British feeling and heartfelt devotion to the honor and glory of old England—shall arrive, and cast their lot among us.

We hope to be able very shortly to give a more full detail of the proposed emigration, which we doubt not will create the most lively interest throughout New Brunswick. (New Brunswick.)

THE RAILWAY AGAIN.—We publish today a communication from Mr. Boufard, on the subject of the European and North American Railway. The communication will speak for itself; but we may add that we have it from undoubted authority, that it is the determination of the Executive Committee to push the line up the Douglas Valley, & thence to Woodstock and Bangor, which would place the track within striking distance of the inhabitants of this City. (Fredericton Head-Quarters.)

FREDERICTON CATHEDRAL.—The spire of this fine building is now in course of erection by the contractors, Messrs. Lawrence and Mitchell; when the spire is finished, the outside work of the Cathedral will be completed, and will remain as a monument of the untiring zeal and perseverance of the Bishop of Fredericton. [lb.]

DIOCESE OF FREDERICTON.—On Sunday the 15th inst. an Ordination was held in the Cathedral of Christ's Church, Fredericton, by the Lord Bishop of this Diocese, when the following gentlemen were ordained:

The Rev. William N. Jaffrey, Missionary, at St. Mary's, Priest.  
Mr. Thomas Hartin, late of King's College, Fredericton, Deacon.

An appropriate sermon was preached by the Lord Bishop of Fredericton; his text was taken from the 72d Psalm, 5th and 9th ver. —[lb.]

A Coroner's Inquest was held on Monday on the body of a man named P. Kelly, a fisherman, who had died suddenly in the house of one Latta, in Morris street, on Saturday night.

It appeared that the deceased drank a quantity of strong rum, and then lay on a bench or box where his head hung over the side, in which condition he was found dead, having been, probably, suffocated. The Jury returned a verdict accordingly. (Fredericton.)

MARRIAGES.—At St. Stephen, on the 18th inst., by the Rev. Skeffington Thomson, L. L. D. Rect. of the Parish, P. M. Abbott, Esq., merchant, to Elizabeth Caroline, eldest daughter of Col. Nehemiah Marks.

DEATHS.—At Milltown, St. Stephen, on the 11th inst. Charlotte, wife of Mr. John Gilmore, of Saint Patrick, aged 31 years, leaving an affectionate husband and family, and numerous relatives and friends to mourn their bereavement.

SHIPPING JOURNAL.—PORT OF ST. ANDREWS.—ARRIVED.—June 17.—Schr. Joseph Howe; Anderson, Eastport—ballast.

June 18.—Schr. Nelson, Cove, Thomaston, P. Smith, ballast.

20th.—Prussian barque Alexander, Boston.—H. Frye & Co., ballast.

23rd.—Packet Fame, Cole, St. John, merchandise.

Packet Spray, Balcom, St. John, merchandise.

Packet Matilda, McMaster, Eastport, provisions.

CLEARED.—June 19th.—Barque Bellona, Herlossen, Hull, deals—John Wilson.

Schr. Richard Cobden, Morrison, Halifax, Boat.

Brig Britannia, Dwyer, Cork, deals—F. A. Babcock.

Sailed from St. George.—June 23rd.—Barque Bell Kate, Crowley, Dublin, deals—D. & T. Wainman.

Arrived at Liverpool, 31st May, ship Cambria, McCulloch, from New Orleans.

Sailed from Liverpool, May 30th, barque Sophia, McKenzie, for Quebec.

Exchange for Sale.—REQUIRED by the Controller of Her Majesty's Customs at Saint Andrews, the sum of about £110, sterling payable in dollars or half dollars at 4s. 2d. sterling, per dollar, or in British gold or silver at the sterling value.

Orders will be received up to one o'clock, on Saturday, the 15th of July, 1851, by the Controller, for a Bill of Exchange to be drawn by him on the Receiver General of Her Majesty's Customs, London, at 30 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, at Her Majesty's Customs, St. Andrews, and to be marked outside "Tender for Bill."

Custom House, St. Andrews, June 21, 1851.

Wm. White HAS just received, ex Liverpool:—12 chests fine Congo TEA, 50 kegs best White Lead, 2 Hhds Linseed Oil, 1 Bbl Split Pease, 1 keg On Consign: 12 Hhds. Superior BRAI and Hennessey's brandy, 100 Bbls. Canada FLOUR, 50 Half-bbls. American, 6 Bbls. Pitch and Tar, 120 Cheap Wood, and Car 3 Doz. Palm Leaf Jute Willow, Clothes and Marle Nests of Tubes, and Meau

Also, Constantly on hand a general assortment of Boys's, Misses, and Child Shoes.

Provisions and Groceries at ALSO, 700 Pieces Cheap ROOM St. Andrews, June 24.

WILD MEAT PUBLIC NOTICE is all the WILD MEAT Lands within my District Public Auction, in the House of St. Andrews, on day of July, 1851.

TERMS—Cash at time WILLI Local Dep St. Andrews, June 24.

Grocery & Provisions JOHN B. B. Respectfully announces of St. Andrews, and has opened the store Hotel, where he has fresh supply of and Provisions, suitable—consist

SUPERFINE F.L.C. Barrels; Fam Tea, Coffee, Brown Molasses, Mould and Brown and Fancy S. Fine and coarse Salt BARLEY, Mustard, Allspice, Salaratus, Pickles, Pepper Sau CONFECTIONER Tobacco, Cigars, Starch, Button Blue Baking and Washing, Boots and Shoes, P. Which, together with other articles, will be prices for cash.

ALSO, in Coils of CORDAGE, &c. St. Andrews, June 24.

FARE JUNE STEAMBOAT LINE PORTLAND

THE superior "CRI having been thoroughly with addition of a Saloon Rooms, with Furniture, new new Capt. CHARLES DEER since her Weekly Trips St. John to PORTL on WEDNESDAY Morn the same will further every Wednesday at 2 o'clock will leave Portland ever past 5 o'clock, or on the twelve o'clock Train in Passengers by this Ro to proceed to NEW if desired.

Passengers and Freight other Lines Cabin from Eastport, Do. Passengers are Ticket by either the Upper or I land to Boston. D

St. Andrews, June 18

Mechanic Provincial Manuf Horicelli EXH

THE Directors of th bore Exhibition, mak of the Institute on We 10th and 11th Septem As the object of the intention of the Instit for the development and Mechanical Provi time, by increasing it able them to make it the Members and frie estly requested to aid This being the first of local and instru With a view to en feelings among the M proposed to have a P Thursday, the 17th, a steamer will be eng contributions of D lected from all parts

May 31.