

European Intelligence.

FROM PAPERS BY THE CANADA.

IRELAND.

THE REPEAL ASSOCIATION is closed, probably for ever.

Mr. John O'Connell, in reply to a letter from the mayor of Limerick, declined to explain his absence at the division of Mr. Russell's motion. Had he been present he would have voted with ministers. The majority of the constituency desire it, he will resign.

Progress of Emigration.—Since the opening of the spring, there has been an immense increase in emigration from all the principal Irish ports; and it seems probable that the number of emigrants in 1851 will far exceed that of any previous year.

The Dublin University has conferred the honour of L. L. D. on Lord Gough.

THE ROMAN CATHOLIC MOVEMENT.—There seems to be no cessation of meetings in petition against the Ecclesiastical Titles Assumption Bill. The Mayor of Waterford presided at a meeting held in that city on Sunday, at which an address to the Queen and petitions to parliament were adopted. The Belfast Whig contains an account of a meeting of the Roman Catholic inhabitants of Belfast, which was held in the theatre of that city on Monday. Strong language was uttered, and very strong resolutions passed.

In the House of Commons, on the 7th, after sundry explanations respecting the apprehended failure of Lord Russell's motion, the course of proceeding proposed to be adopted in respect to the government business, namely, to adjourn the order of the day for the second reading of the Ecclesiastical Titles Assumption Bill—after the alterations had been explained—until Friday; to take the Navy Estimates on Monday; to defer any vote upon income tax until the 24th; prior to which day—on the 21st—the Chancellor of the Exchequer would state whatever alterations he should propose to make in the budget.

Lord John said that the law officers of the Crown were of opinion that the late assumption of titles by Roman Catholics Prelates was not illegal, although the proper authorities might prosecute for the introduction of the Bill, a course which he thought would have been oppressive and dangerous. In framing the bill to prevent the assumption of titles by Roman Catholic Prelates, he had sought, and he believed successfully, to avoid interference with the religious liberty of the subject. He could not hope by any measure to prevent the Irish priests from impeding the education of the people; but this ought not to deter the House from passing a bill asserting the Queen's supremacy in her dominions.

In the Commons on the 14th, Sir G. Grey gave notice that on the evening for the Ecclesiastical Titles Bill being read the second time, he should, in committee, propose the introduction of a clause to the effect that the act should not be made to extend or apply to the assumption or use, by the Bishops of the Episcopal Church of Scotland, of any name, styles, or titles to which they were now entitled, but that nothing in the act should be taken to give any right to Scotch bishops to assume any name, style, or title to which they were not entitled by law.

In answer to a question by Mr. Spooner, the Chancellor of the Exchequer stated, that it was not intended to make any alteration in the usual vote for the Maynooth College, which was for ordinary repairs.

Lord Palmerston, in answer to a question from Mr. Urquhart, stated that the evacuation of the Danubian provinces by Russian troops had been ordered, and would very shortly take place.

In reply to Mr. Plummer, Lord J. Russell stated that if the debate upon the Ecclesiastical Titles Assumption Bill was not concluded this evening, he proposed to proceed again with it on Monday next.

He might also take the opportunity of stating the course he intended to take with regard to the financial measures of the year. The hon. member for Inverness, Mr. Baillie, had given notice of a vote of censure on the Government, for the administration in Ceylon, on Tuesday, the 25th. As a censure was pending over the head of the Government, he did not think it would be right to propose the financial arrangements of the year until that question had been decided. He should therefore move that the financial statement be postponed from Friday next till after this question has been disposed of.

Mr. H. Moore complained of the delay of public business which this course would produce, and intimated that he should propose proceeding with the Papal Aggression Bill.

In the House of Lords, on the 13th, Earl Grey, on moving that this bill be committed, said that it was his intention at a future stage to introduce a clause enacting that before any foreign ship should clear out of a English port with emigrants, the papers should enter into a bond to submit themselves to the jurisdiction of the colonial courts. The bill then passed through committee.

Some other business was also disposed of, and their lordships adjourned.

Sir William Molesworth gave notice that he would move on the 13th March the following important resolution:—

"1. That it is the opinion of this House that steps should be taken to relieve this country as speedily as possible from its present civil and military expenditure on account of those colonies which are neither military stations nor convict settlements. 2. That it is expected at the same time to give to the inhabitants of those colonies ample powers for their local self-government, and to free them from imperial interference with their affairs which is inseparable from their present military occupation."

In a speech in Parliament, the other day Lord Stanley, the Conservative Leader, said: "I still regard the Free Trade policy of 1846 as an experiment, and if at the next general election the people of this country shall pronounce that experiment to be successful, then I shall for one be prepared to lay aside all further thoughts of its modification."

The agitation against Lord John Russell's penal measure, on the part of the Catholics in both England and Ireland continues unabated.

The Protectionists both in the metropolis and the country are making vigorous preparations for a general election. Their principle aim seems to be secure, if possible, such a majority in the House of Commons, as will impose a four shilling duty upon all foreign Corn and Breadstuffs.

In the event of a dissolution of parliament it is stated that Sir William St. John, Chief Secretary, will be created a Peer, and thus will create a vacancy in the representation of Drogheda. The Liberal interest is in the ascendency.

We understand that it is contemplated to form a Colonial Free-trade League, the object of which shall be to place our commercial intercourse with the colonies, in so far as the requirements of the imperial revenue will admit, upon the footing of a home or coasting trade. —*Liverpool Journal.*

The Cumberland, 70, Captain Seymour, flag of Vice-Admiral Seymour, K. C. B., appointed to succeed Earl Darnley, on the 13th March, having made the passage from New York to 22 days.

Another expedition in search of Sir John Franklin is about to be sent from Liverpool. A considerable number of Scotch farmers who were about to emigrate to Ireland, attracted by the agricultural capabilities of that country, have been deterred for the present by the agitation arising from the Papal Aggression.

A meeting has been called for the 20th inst., to make a last desperate effort to retain possession of Concession Hall, now abandoned by Mr. John O'Connell.

Major S. T. Hill, of the second West India Regiment, to be Governor of the Gold Coast, in the place of Sir W. Wynne, deceased. A ship has arrived at Cork, having sailed nearly 2000 miles without a man on board. She left St. John, New Brunswick, on the 4th November, and was abandoned and set on fire on the banks of Newfoundland. She drove before the wind till the 4th February, when she was discovered off Cape Clear by a pilot-boat and towed into Cork. [The vessel referred to was the *Clybia*.]

THE STANDARD.

ST. ANDREWS, WEDNESDAY, APR. 2, 1851.

St. Andrews & Quebec Railroad Company.

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

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

Charlotte County Bank.

Hon. HARRIS MARSH, President.

T. B. WILSON, Esq., Solicitor.

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.

Alms and Work House.

Commissioners—Robert Kerr, C. Dimock John Lochary, D. Bradley, Henry O'Neil.

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.

Arrival of the Steamship

CANADA AT HALIFAX.

The R. M. Steamship Canada, with dates to the 15th ult. arrived at Halifax on Thursday last.

The commercial intelligence is not of much importance. Cotton had declined 1-8d. to 1-14d. per lb., and trade in Manchester and the other manufacturing districts was reported dull.

A want of animation is still experienced in the markets for Foreign and Colonial produce. Nevertheless the various departments of trade keep steady, and although the public mind is not altogether satisfied with the precarious state of the Government, a fair quantity of business is going forward.

A somewhat finer feeling pervades the grain trade, although very little business has been transacted. There is very little passing in Metals, and the price of Iron is on the decline. The Money Market was brisk. Consols closed in London on the 14th at 96 1-2 to 96 3-4. Freights have been less buoyant during the past week, and rather lower rates are accepted generally.

The weather being favourable, the spring crops generally were a promising appearance.

ST. ANDREWS AND QUEBEC RAILROAD FACILITY BILL.

In our last number, we stated that the Bill to afford facilities to the St. Andrews and Quebec Railroad, had passed the Assembly, we have now the satisfaction of announcing that it has passed the Council by a unanimous vote, and received his Excellency, the Lieut. Governor's assent. The Bill provides that the Province take stock in this section of the line between St. Andrews & Woodstock to the amount of £250,000 sterling—that when the shareholders of the company shall pay in to their Treasurer the sum of £25,000 sterling, the Lieut. Governor shall order the Provincial Treasurer to subscribe on behalf of the Province, for shares in the company to a like amount, and also to pay in full for the same in Provincial Debentures bearing interest at six per cent, redeemable in thirty years. The interest to be paid half yearly in London, New York, or St. Andrews, at the option of the holder—no shares are to be sold by the Province under par for the first ten years after the subscription for stock. The fact of the Province becoming a shareholder in the company to so large an amount and on such favorable terms must give great confidence to the English stockholders, and is a strong expression of the public faith in the safety of the undertaking. As a further inducement the Company have previously had granted to them about 250,000 acres of land well adapted for settlement, with a good growth of timber upon it—and also the Provincial guarantee of 6 per cent on £100,000 when the road is completed.

What capitalist would desire a better investment? That the road will pay, we are repeatedly shown, and there is every probability of its remaining the Great Track Line (through Barrington territory) between Canada and the Atlantic ports. The trade which is mutually increasing between Canada and the Lower Provinces, now carried on by the circuitous and dangerous route of the St. Lawrence, and closed up for six months of the year, would, were the Saint Andrews & Quebec Railroad in operation, be at once transferred to that road, in addition to which it would command the trade of Woodstock and the Upper St. John. It affords us pleasure to state that during the last few months a new and careful location of the line has been made, from the end of the ten miles under Contract and terminating at the Digdeguish, about 20 miles from St. Andrews, by which the Company will save upwards of £12,000 or about 40 per cent, and also gain a saving in distance of over half a mile. Much credit is due to A. L. Light, Esq., the Engineer of the Road, under whose superintendence these important reductions have been made without any expensive explorations, the total extra expense to the company not exceeding £100, and the work approved of by A. P. Robinson, the consulting Engineer. The average cost of the road per mile, based upon prices already paid for the first Division, (as per Engineer's report) is £2,600 currency,—this of course does not include Furniture for the road. The cost of the whole line from St. Andrews to the Howard Settlement, 66 miles, including Bridges at £171,915. From the same source we learn that the grades and curvatures of the St. Andrews & Quebec Railroad, will generally contrast favourably, with the Atlantic and St. Lawrence Railroad, (considered one of the finest roads in the Eastern States)—the Western road, Massachusetts, and the New York & Erie, and yet these are considered the most important and profitable in America. This speaks volumes in favour of our Road.

In conclusion, we have the pleasure of stating that the Company are prepared to receive tenders for the grading of 32 miles more of the Railroad, as will be seen by reference to our advertising columns.

The MUNICIPAL BILL, which occupied a considerable portion of the time during last week passed the Assembly on Thursday last by a sweeping majority. The only material alteration from the Bill first presented to the House, is in the election of Parish Officers by ballot. The hon. Attorney General who had charge of the Bill, was opposed in front and year by the obstructives, in a very unhandsome manner, Ritchie leading as usual, by making the most frivolous and captious objections—and yet this same Mr. Ritchie is the man who calls upon the Government to bring in measures, and when they do so, he endeavors to thwart them. Is this a fair and manly opposition? No, Mr. Ritchie, you know it, but then you would like to be Attorney General; this we trust will not take place even when the present high minded and honorable gentleman who fills that important office is elevated to the Bench.

The Election Council Bill was brought up in the Council on Thursday last. The Hon. Mr. Chandler opened the debate in favour of the bill, followed by the Hon. Messrs. Council and Kingston in the same side, and the Hon. Saunders, Robinson, Hazen, and Hatch in opposition.

The debate stands adjourned until to day, and will probably occupy another day or two, but it is considered almost certain that the Bill will be passed, although by a small majority.

The debate upon the Bill for the relief of the 1st March, which the British ship, *Drayman*, from Calcutta, at Quebec, and made the voyage out and home within three months.

THE TOWN AND PARISH MEETING for the election of Officers for this Parish was held yesterday, (Tuesday) at the Town Hall. The meeting was organized by S. H. Whitlock Esq., being called to the chair. Mr. A. Elliot Town Clerk, acting Secretary. The Officers were then elected according to the provisions of the Act, which in the present instance worked admirably. Several changes were made. In our next we will give a list of the Officers for the ensuing year.

The only Halifax and Quebec Railway that we will ever assist to build, and for which we have already pledged all our available resources, is the road via Saint John, Saint Andrews, and Woodstock, to Quebec.

We copy the above paragraph from an article in the *Courier* of Saturday last, on "Nova Scotia and the Railway." What our contemporary means by the road via St. John, St. Andrews, and Woodstock to Quebec, we cannot imagine, as it is the first time we ever heard of a railroad from St. John to Quebec. Surely he does not mean the St. Andrews & Quebec Railroad—a line which until the present winter has been most strenuously opposed by St. John influence—a Road which commences at St. Andrews running a north course to Woodstock, thence to Quebec, with an even a branch to St. John. Do not flinch from the title which our line, alone, is justly entitled to—viz the St. Andrews & Quebec Railroad. The *Courier*, we acknowledge, is now friendly to our Railroad, and St. John will no doubt have a branch to it, but this will neither change the name of our line nor affect its prospects.

COMMUNICATION.

TO THE EDITOR OF THE STANDARD.

SIR,—As the "Commons Lands" have of late been the cause of considerable discussion, and some rather unwarrantable remarks have been made, respecting the endeavours of the tenants to obtain more equitable terms from their landlords: I have thought fit, to come forward, to agitate the subject a little further. In doing so, I shall, as briefly as possible, show some of the disadvantages, these tenants are under, and some of their complaints.

Their leases are too short—the improvement too limited—viz. seven years' leases, with, only, Buildings, stone and stone fences; paid for, at the end of the term, at the option of the Justices—now, they say, no prudent man will make improvements, on land at high rent, on such terms.

They acknowledge, that, when they took the land, it was new and yielded good crops; but that they, like all farmers in the County, have pursued the skinning system, tilling the parts most easily cleared and worked—which, being the light and gravelly parts, are now completely exhausted; and the conditions of their leases promise nothing for reclaiming the other parts, these consequently remain as they found them, and must so remain, unless the tenant has some right in the soil.

It is true, they have, for 30 years, paid their rents tolerably well, amounting to about £1500, which, in some cases, has been varied out of what was necessary, for the clothing and feeding of themselves and their children.

The consequence is, that while more than half the land has been laboured, and not over one acre in ten is annually cultivated—the moving ground does not average more than 7 Cwt. per acre, the yield of grain, and pasture in proportion;—that, there is scarcely a fruit tree or even a gooseberry bush on the whole;—that, there are twelve houses without inhabitants and with a few exceptions the houses and fences are in a poor condition;—that, men of energy have either left their land, or are determined to do so, and the rest are so disheartened, that sufficient funds can not be raised to keep a school in the district.

True men have found out how to reclaim waste lands and restore exhausted fields, and make them profitable, but, will they do it, unless they have some interest in the soil? never, in this country where land is cheap and abundance of it unoccupied.

I ask, will the people of Saint Andrews, by withholding just and equitable conditions, to the present occupiers of these lands, allow ONE THOUSAND acres of land, at the very end of the town, to lie in such a miserable state?—in swamps and poor story fields—empty houses, without a school, without a fruit tree to make it look like a home?

Will they thus, overcoming right by might, grind down the faces of the poor? Will they prove themselves worse than the alienate landlords of that beautiful GREEN ISLE, of which it is said they are the bone and the core? or Pharos like say ye are idle, ye are idle, make bricks without straw? I will stop, but may, if you oblige me by publishing this at some future time, tell you, what I think, ought to be done, for the "common people."

A COMMONER.

St. Andrews, 29th March 1851.

Mr. Howe's Mission.—It was announced on Thursday, by telegraph, on the authority of the Halifax *Star*, that Mr. Howe's mission had been entirely successful—the British Government having consented to purchase the whole amount to build the Railroad to Quebec and Montreal at 31 per cent.

We have since been informed, upon good authority, that the Government of the British Empire is now in the possession of the Province of New Brunswick, and that the whole of the Railway, including the whole of the Revenues, (over and above what is already re-

quired to meet their Civil Lists) for payment of the amount so guaranteed. Such a proposition, we feel confident, will not be acquiesced in by New Brunswick, and we expect the Legislature will give unmistakable expression to public feeling on the subject without loss of time.—*Courier.*

THE TELEGRAPH.—During the present month, (April) our Telegraph line is to be put up, and set in operation. We trust that the Superintendent, will select a competent operator, one who understands his business well—and who will treat communications strictly confidential.

MORE DOCTORS.—The Degree of Doctor of Medicine was conferred on Mr. Thomas T. Carling of Fredericton, Mr. Vandy, of Miramichi, and Mr. John Walker, of St. Andrews, at the annual commencement of the Medical Department of the University of New-York, on the 24th ult.—*Head Quarters.*

TWO WEEKS LATER FROM CALIFORNIA!

The steamer *Crescent City* arrived at New York on Friday last, with 130 passengers and \$1,727,591 in gold dust. She left Calcutta on the 11th March, and Kingston on the 14th.

Business appears to be reviving at San Francisco.

The Panama Star, &c. just, contains the particulars of a horrid murder on Chagres River, of persons ascending in boats. Eleven dead bodies had been found, six men, three women, and two interesting children had been found murdered. The men were picked up in the river, their clothing having caught in the reeds. The women were found buried, out of their, with an arm sticking out, with a velvet shawl. They were known to belong to the passengers who sailed in the *Empire City* on the 13th February, and were supposed to have been murdered on the 26th of the same month.

The British ship *Endeavour* was sold by the Sheriff at Charleston on the 12th ult. for \$23,000. She is said to be one of the finest vessels that ever entered Charleston harbor or over 500 tons burden, and can carry 4000 bales cotton.

MARRIAGES.

On the 25th ult., by the Rev. John Ross, Mr. James Russell, to Miss Agnes McDouall, fourth daughter of the late Alex. McDouall, Esq. of Saint Andrews.

DEATHS.

At Westport, on the 24th ult., Anne, wife of Wm. Kelly, aged 70 years, leaving an affectionate husband and family to lament her bereavement.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.—March 26th.—Packet *Matilda*, McLantern, Eastport, provisions.

30th.—Barque *Mary*, Scott, Boston.—J. Wetmore, ballast.

Liverpool March 8. arrived.—Barque *Lady* of the Lake, Smith, from Charleston.

NOTICE

To Railroad Contractors.

TENDERS will be received up to 15th MAY next at the Railroad Office, St. Andrews.

For Grading 32 Miles

of the

SAINT ANDREWS & QUEBEC

RAILROAD.

Commencing at the "terminus of the Ten Miles already graded, near Barrington Pond, and commencing on the line to station No. 214, near the head waters of the Digdeguish river.

Plans and Specifications, will be ready for examination at any time after the 15th April next, after which time any information relative to the Work, may be had from the Office.

A. L. LIGHT, Engineer St. A. & Q. Railroad.

S. H. WHITLOCK, Esq., Engineer's Office, St. Andrews, N. B., March 27, 1851.

NOTICE.

THE Regular Quarterly Meeting of the President and Directors of the CHARLOTTE COUNTY AGRICULTURAL SOCIETY, will be held at the Secretary's Office, at Terra-cotta, the 8th inst. at 11 A. M.

By Order.

ALEX. T. PAUL, Secretary.

St. Andrews, April 1st 1851.

There will be sold at Public Auction, at half past 10 A. M., same day, by William Whitlock, Esq. Auctioneer, in front of his Sales Room—

Two PLOWS, imported from Boston last Fall, made at Huggins, Nozue, Mason & Co's Manufactory. Terms at sale.

By order of the Directors.

ALEX. T. PAUL, Secretary.

April 1st, 1851.

Ships Articles and Manifests for sale.

ST. ANDREWS & QUEBEC RAILROAD.

NOTICE is hereby given that the Act of Incorporation of the Saint Andrews & Quebec Railroad Company, passed by the House of Assembly on the 14th March 1851, and the Act of the Legislature of New Brunswick, passed on the 14th March 1851, for the purpose of choosing the action of other business.

Dated Saint Andrews, N. B. March 25, 1851.

S. H. WHITLOCK, Secy.

Exchange!

REQUIRED by the Count of the Act of the Legislature of New Brunswick, passed on the 14th March 1851, for the purpose of choosing the action of other business.

Dated Saint Andrews, N. B. March 25, 1851.

S. H. WHITLOCK, Secy.

Brandy, &c.

MARCH 25.

Ex Valant—Just arrived.

10 HDS. Sugar.

10 Pipes, 1 Dec. Casks.

3 Hds. 1 "Hides."

10 Boxes Paper, &c.

TO L.

THAT SHOP at the

Office. Apply to

St. Andrews, 25th March.

TO L.

From the First

THE HOUSE

sent occupied

Apply to

Feb. 4, 1851.

STOCK FOR

The Subscriber offers

superior

4 COWS, 21 St.

1 HORSE, 21 C of

the Morgan

JO

Highland Hill,

March 17th, 1851.

Meeting

The Courts of Gen.

Practise and Commencement

of Charleston will sit at

St. Andrews on Tuesday

April next, at 12 o'clock

The Court of O'Connell

General Jail Delivery will be

in St. Andrews, on

April next, at 12 o'clock

At which time and

Courts and Courts

and all persons requiring

Courts are hereby

gave their attendance

By Order of Her

St. Andrews, March

Public

It is hereby given that

St. Andrews, March

St. Andrews, March

ST. STEPHEN

St. Steph

A DIVIDEND

become

Last

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FIRE INS

COM

OF L

CAPITAL £500

Each of Local Directors

R. F. HARRIS

WILLIAM J. HARRIS

EDWARD J. HARRIS

JOHN H. GRAY

WILLIAM J. HARRIS

PROPOSALS for the

Design by Fire