

SUMMARY OF NEWS.

LATEST FROM FRANCISCO.—Through the politeness of an officer of the U. S. Government on the Pacific, and from another source, the N. Y. Tribune is in possession of advices from San Francisco to March 31, two days later than the last previously received. Our intelligence reached New York by way of Maclean, the City of Mexico and Vera Cruz.

The report of the extreme richness of the gold region is fully confirmed by our informant, whose expectations were far exceeded by the reality. He has in his possession a lump of the precious metal weighing 21 ounces.

The geological features of the stratum in which the gold is found are in every respect similar to that at Quita Yupa in the Mexican State of Sonora, so well known for the large quantity of gold it has yielded.

The California placers differ, however, from the above named rich mine in the great extent of territory which they cover; the gold region in California already proved being 350 miles long by 60 broad.

The U. S. Mail steamer California still lay at San Francisco, but the prospect of her getting off before long had much increased. She had on board her captain, mate, an engineer and two or three hands, and it was anticipated that with the help of persons at San Francisco desirous to come down, a sufficient number of men to navigate her would soon be made up.

She had on board \$200,000 in gold shipped, to be brought to the United States.

Despatches from Newburgh state that the steamer Empire is afloat. Fourteen bodies, mostly females, are said to have been found in one of the cabins.

Despatches to the War Department, from California, state that the people had organized a government for themselves.

The insurance offices at Pittsburgh will not lose over \$30,000 by the fire at St. Louis.

THE CHOLERA STILL EXISTS AT THE WEST. The Circuit Court at St. Louis adjourned on the 9th inst. on account of the great difficulty of procuring the attendance of jurors and witnesses from the country. The steamer America, which arrived that day from New Orleans, had lost 22 persons by cholera, all immigrants.

GREAT FIRE AT MILWAUKEE.—A fire broke out at Milwaukee on the 17th inst. which destroyed \$60,000 worth of property before it was subdued.

SAILING OF THE HIBERNIA.—The steamship Hibernia, Capt. Stone, sailed from this port yesterday, at noon, for Halifax and Liverpool, with two passengers for the former and thirty-eight for the latter place. On the list for Liverpool, we notice the names of W. H. Macready, the tragedian; Sir Allen McNab, of Canada; and Capt. Albert H. Brown, of the packet ship Washington Irving, who goes out to resume the command of that ship, having recovered from the sickness that prevented his going in command on her last trip. The Hibernia's mail consisted of about 25,000 letters, and thirteen bags of newspapers.

On the 14th inst. the steamboat Globe arrived at Chicago with 700 passengers, principally English, Irish and German emigrants. They crowded the spacious vessel from stem to stern.

Struggle Fatality.—An entire family, consisting of eight persons, living within two miles of Kansas City, were recently swept away by the cholera, between Saturday morning and the next Tuesday night. [Cincinnati Globe.]

COMMERCIAL.—BOSTON, May 21.—The excitement in the money market has been succeeded by something like stagnation. There is but little mercantile paper offering in the banks and the brokers, and strict business notes pass in the street at from 8 to 9 per cent. while whatever offers of prime paper, not strictly of a business character, sells at from 10 to 12 per cent. discount. The collections at the Banks are essentially diminishing, and there is much complaint of dullness of trade, in wholesale branches.

The news of a great conflagration in the business parts of the city St. Louis has had an additional disheartening effect upon Change.

SCHOOL OF NAVIGATION AT QUEBEC. We observe in *Le Canadien* the report of a Special Committee of the Legislature of Canada, to whom was referred the expediency of establishing a Provincial School of Navigation at Quebec, strongly recommending the establishment of such a School, under a properly qualified Teacher. The report says that the salary of the Teacher would not be more than £200 to £300 per annum, and the outlay for nautical instruments, books, charts &c. need not exceed £200. The expense of a sailing vessel, to be employed as the school on board which practical teaching would take place, would be a trifle, the report says, in comparison with the losses by shipwreck every year in the St. Lawrence, from the pilots and others not being sufficiently instructed in the art of navigation.

The idea is a very good one; and the establishment of a similar floating school, at this Port, would enable many young men of good standing, now anxious for employment, to qualify themselves properly for the maritime profession. We shall recur to this again.

NEW BRUNSWICK.—We are sorry to announce the departure from this Province, on his way to England, William Stringer, Esq., of Her Majesty's Customs, and who has been stationed here for the last seventeen years. Besides being an efficient officer, Mr. Stringer has invariably conducted himself with politeness and urbanity towards the mercantile com-

munity who had business to transact with him, and we feel confident that he will carry with him the good wishes of many of his old friends in this place. Mr. Stringer sailed on Monday evening in the ship *Norton*, Captain Doane, for Bristol.—*Ibid.*

European Intelligence.

We are indebted to the New Brunswick for a summary of the news, copied FROM PAPERS BY THE CALEDONIA. LIVERPOOL, MAY 12.

PARLIAMENTARY.

REPEAL OF THE NAVIGATION LAWS.

The Bill for the modification of the Navigation Laws has been carried in the House of Lords by a majority of 10 in favour of the Ministry. These Laws may now be virtually considered as repealed. The result has given the Whig Ministry a new tenure of office.

The Liverpool Mail says:—The debate extended over two nights, and, of course presented very little that was new either in fact or argument. The feature of Monday night was the speech of Lord Brougham, in which that erratic nobleman enforced the general views of the protectionists upon the question.

He avowed his adherence to free trade in its application to corn, but opposed its extension to shipping. The novel point in his speech was the elaborated expression of an opinion that a repeal of the Navigation Laws will encourage the slave trade. Lord Lansdowne announced the determination of Government to stand or fall by the bill; and this declaration is understood to have had considerable effect upon the division, which took place on the following night. A majority of 10 then carried the bill through its second stage, and by that step removed for a time the fears which have been felt as to the consequences of a Ministerial reversal.

The Jewish Disabilities Bill has been read a second time in the House of Commons, by a larger majority than before—the yeas were 278, nays 155 only. Hopes are entertained that the Lords will be more courteous this session, and pass the Bill; but should they throw it out again, Baron Rothschild's friends state that he will resign. In that case, a new election will take place for the city of London.

The Marquis of Lansdowne has given notice in the House of Lords of his intention to propose that the House should go into Committee on the Navigation Bills on Monday the 21st inst.

THE IRISH STATE TRIALS.

The arguments on the Writ of Error, brought by W. S. O'Brien and McManus, have been heard before the Lords, and without hearing Counsel for the Crown, the Law Lords and Judges have unanimously decided that the errors assigned by the plaintiffs could not be maintained by the arguments, and that the judgment of the Court of Queen's Bench, in Ireland, must stand affirmed. It is now expected that the sentence of transportation will be carried into effect before the first proximo.

It is confidentially rumored that the prosecution of Mr. Charles Gavan Duffy is abandoned.

THE CONTINUED DISCLOSURES OF FRAUD AND MISFEASANCE IN THE DIRECTION OF THE CHIEF RAILWAYS, ARE AGAIN AFFECTING SERIOUSLY THE VALUE OF THAT CLASS OF PROPERTY.

A Parliamentary investigation will probably take place into the affairs of some of the companies, and the House of Lords is occupied in preparing a bill for the better auditing of the accounts of the public railway companies, which will probably end in government auditors being appointed as an additional security to the shareholders. Mr. Hudson, the ex-railway king, has been compelled to resign the chairmanship of the companies, and has fallen into disrepute. Many other great names are trembling on the verge of ruin.

A superb state large has been built at Southampton for the use of the Pacha of Egypt.

IRELAND.

STATE OF THE COUNTRY.

The Dublin correspondent of the *Times* supplies the following information with respect to the condition of the population in the south and west Ireland:—"Saturday's post brings the usual mass of information with respect to the rapid progress of Irish destitution. There is no variation in the details, which are of a piece with the gloomy accounts that day after day ring upon the public ear, until hope at length begins to vanish as the 'difficulty' seems to be hourly becoming more insurmountable. The Peel project and Sir John Kebley's bill are, no doubt, steps in the right direction; but time presses, and before the latter shall become law it is greatly to be feared that the words 'too late' will have to be written on the records of imperial legislation. A gentleman connected officially with the poor law department states it as his positive belief that the deaths from privation within the last month outnumber those of the whole winter of the year 1846-7, and that a more fatal season has yet to come, inasmuch as he apprehends that what in April and May is no worse than a scarcity will amount before Midsummer to a positive famine. Fortunately, however, these dismal anticipations may not be realized, as a glorious run of fine weather has given new life to those who almost hope against hope; and, should the country be blessed with even an average harvest, the temporary relief thus afforded would give statesmen an opportunity to mature their plans undisturbed by the voice of lamentation on one hand and, on the other, freed from those incessant demands on the national resources which, while exhausting the patience and energy of

one country, are wholly insufficient to satisfy the wants of the other. In the meantime, while famine and disease are doing fatal execution in the ranks of the population, evictions are adding their contingent to the over-crowded poor-houses; that is, for such of them as are capable of affording accommodation to the hordes of miserable beings who otherwise must perish on the roadside or in the ditches. A special reporter from the *Cork Examiner*, is now traversing the county Kerry, and the accounts he furnishes to that journal of villages depopulated and cabins levelled are really appalling."

Mrs. Mitchell and her five children are going to the Cape Good Hope, to live near her husband.

CONTINENTAL.

The whole of Continental Europe seems ready to burst into one general conflagration. The quarrel between the Parliamentary party throughout all the various divisions of Germany, and their respective Princes has reached the highest pitch; and in Saxony a frightful conflict has already taken place.

At Dresden the people, or rather the Red Republican party, fought with the troops during seven hours on the 5th inst., and a great loss of life occurred; the railroads were displaced in order to prevent troops from Berlin force of Prussians having come up opportunely, a momentary tranquillity was secured by sheer military force. The fight, however, was renewed on the 6th, and a frightful cannonading lasted all day, till night separated the combatants. On the 7th, battle was again renewed at 4 o'clock in the morning, and the most deadly warfare was going on in the streets by the latest advices.

Intelligence from Dresden to the 8th, instant says that hostilities still raged between the royalists and the insurgents, to the disadvantage of the latter, without any immediate prospect of their termination. The members of the Provisional Government had been outlawed, and rewards offered for their apprehension.

At Leipzig also disturbances had broken out, but after a short and sharp struggle between the military and the populace they were suppressed. Several of the rioters were killed.

Accounts from Berlin, of the 8th, state that an insurrection had broken out at Breslau on the 6th. On the 7th the troops and the people were fighting in the city. It was also rumored that an insurrection had broken out at Coblenz.

While these convulsions are taking place, the Austrian empire is in actual danger of dissolution by the continued success of the Hungarians. They are in possession of Gran and Buda, and Tyrnau is also in their hands. In the meantime the Russians are advancing a large body of troops against the victorious Hungarians, but all accounts concur in representing that the excitement of the Hungarians is raised to the highest pitch, and that at least 100,000 Russians will be required to quell this national insurrection. Every endeavour is being made to create a revolution in Galicia; and in fact, from Posen down to Pesh, the whole country is wavering, or is on the brink of actual hostilities.

Advices from Berlin says that a joint note, the production of the Courts of Great Britain and France, has been addressed to the Court of St. Petersburg, intimating their disapprobation of the intervention of Russia in the Austro-Hungarian dispute, and insisting that such interference be withdrawn.

The Danish war still continues, but it is conducted on both sides in a feeble and languishing manner, as if both were weary of it.

SEVERE LOSS OF THE FRENCH AT ROME.

The advance of the French expedition towards Rome has been checked by the resistance of the republicans of the Roman States. In two encounters, the French were driven back with great loss, and Capt. Oudinot, a general of the French, was taken prisoner. General Oudinot, unprepared for such a reception, has withdrawn his troops four leagues from the city, and there awaits reinforcements and further instructions from his Government.

A letter from Rome gives the following account of the second attempt to enter the city: "It appears that our troops, in greater numbers, made a second attempt to penetrate into Rome, and that they experienced a sharp repulse. A company of the tirailleurs of Vicennes, having advanced too far in a street, was not without loss. A company of volunteers of the 20th was entirely destroyed by a well supported fire from the windows."

We have also to deplore the death of a captain of Artillery, the aid-de-camp of General Oudinot. We reckon 150 killed and 400 wounded. Our army has retired to St. Pablo, a league and a half from Rome.

FRANCE.

Considerable dissatisfaction exists among the French troops, and affairs are far from being tranquil. The news from Rome has fired the national spirit.

Immediately upon receipt of the news of the French expedition having received a check at Rome, the President addressed the following letter to Gen. Oudinot, which was published in the *Moniteur*. This step has subsequently caused no small stir:

Elysee National, May 8, 1849.

My dear General.—The telegraphic news, announcing the unforeseen resistance which you have met with under the walls of Rome, has greatly grieved me. I had hoped, as you know, that the inhabitants of Rome opening their eyes to evidence, would receive with eagerness an army which had arrived there to accomplish a friendly and disinterested mission. This has not been the case. Our soldiers have been received as enemies. Our military honor is engaged. I will not suffer it to be assailed. Reinforcements shall not be wanting to you. Tell your soldiers that I appreciate their bravery, and take part in what they endure; and that they may always rely on my support and my gratitude. Receive, my dear General, the assurance of my sentiments of high esteem.

LOUIS NAPOLEON BONAPARTE.

The *Reforme* announces the receipt of letters from Marseilles stating that two regiments in that city had refused to embark in the expedition against Rome.

Letters from Marseilles of the 6th state that the steamer-frigates *Christophe Colon* and *Oreogone* had sailed on that morning, with 2000 troops on board, for Civita Vecchia.

One of two things must happen before an effective stimulus will be given to railway enterprise in British North America. Such a change in the spirit of speculation, and such renewed confidence in Railway management, as shall dispose capitalists to embark their money; or else—and here we confess to no small hopeful expectation—the conviction on the part of the people of Nova Scotia, New Brunswick, and Canada, that they need not go to England for gold to make their railways, but that they may and must coin their credit, based upon ten millions of rich but undeveloped territory, into money and thereby establish railways, from every place to every other place, and plant the germs of flourishing peopled towns in the wilderness.

A more in this, the right direction, was recently made by the friends of the St. Andrews and Quebec Railway in the Legislative Assembly of New Brunswick with doubtful success, on this their first onset, but not without impression; and it is evident that if they could have made it appear, that their objects were not merely local—that their ultimate aim in forming a railway from St. Andrews to Woodstock was not to cut out St. John, or to carry away the trade from Halifax, but that they believed and were confident that the establishment of this railway would be the first link in a chain and congeries of railways, connecting with one another all the important ports, towns and settlements, of the three Provinces, even this first venture might have succeeded, and the first effective stimulus would have been afforded to the development of the vast resources of British North America. As it is the issue is definitive; and the promoters have given ample tokens, that they are not easily disposed to give in.

Major Carmichael Smyth, in his pamphlet entitled "The employment of the people and capital of Great Britain in her own Colonies," explained in a letter from Major Smyth to his friend "The Clockmaker" in Nova Scotia, "revives and zealously advocates the project of a Colonization railway from Halifax through Canada, and across the Rocky Mountains to the Oregon. That this will be the ultimate consummation of any British American Railway undertaking, is not impossible; and it is known, that a similar connection, highly reported on by the Legislature of the United States, and will probably be undertaken by Mr. Whitney, and other capitalists of the Union. But *festina lente* (make haste slowly)—let us first recalculate New Brunswick with iron roads, and these will inevitably stretch away to the Oregon, "as a rivet remove a lengthening chain," as a rivet stretches into a river.—*London Railway Record.*

BRITISH AMERICAN RAILWAY PROSPECTS.

The Caledonia brought out 40 passengers, fifteen of whom landed at Halifax; she also brought out £56,000 in specie.

The news will be found of a highly interesting and exciting character.

There is no material change to note in commercial affairs. The money market continues tolerably easy, but in consequence of the threatening aspect of affairs on the Continent, the public securities had been depressed, which has tended to check the improvement which was otherwise promising.

The Flour market is heavy, and 22s 6d per barrel has been accepted for some considerable parcels of Western Canal. Some small sales of Baltimore have been made at 23s. and of prime Ohio at 23s 6d.

"LOYAL COLONIST."

"We have received some numbers of a new paper, published in St. John, three times a week, by Messrs. Doak & Gillies, which is well printed, and ably conducted. It will advocate protection to native industry, and loyalty to the Crown. The editorial department is under the direction of Mr. Gillies of the *Colonial Watchman*. We wish the proprietors success.

Montreal papers state that the Ministers are sending agents over Canada, to obtain signatures to Addresses to the Governor approving of his policy, in order that they may be sent to England. The whole affair is to be managed as *privately* as possible. This looks very much like an acknowledgment of being guilty.

The Weather for the last week has been fine, and the crops are said to look promising; notwithstanding the failure of the potatoe we are informed that a considerable quantity of that valuable and we might add indispensable esculent, has been planted. The cause of the blight still remains a mystery.

LATE FROM CANADA.

MONTREAL MAY 25.

His Excellency Sir Benjamin D'Urban, expired this morning, at half-past nine, at Donnegani's, in this city. The medical men stated the cause to have been a fit of apoplexy. Col. Gage immediately gave notice to the House of Assembly that he would make a motion that the House should adjourn until after the burial.

Yesterday, being the Queen's birth-day, a salute of 21 successive guns, and 21 more, with a few de jure from the 71st and 92d regiments, was fired. Every seventh was fired in honor of the day. It was noticed that, although the crowd was numer-

ous, the people did not cheer that followed.

All gentlemen of British descent being present upon Sir Benjamin D'Urban's funeral, instead of going to Monk's Regent.

At St. David, on the 7th inst. the County of the 71st regiments emigrated to this Province; he was unwell, and was carried off by all who were an honest, upright man, heretofore to the Presbytery and was peace.—*Ct.*

At St. Stephen, a second daughter of St. Andrews, in the leaving a large circle to mourn her prema-

THE STANDARD.

ST. ANDREWS, WEDNESDAY, MAY 20, 1849.

CHARLOTTE COUNTY BANK.

HON. HARRIS HATCH, President.

T. B. WILSON, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

Bill 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—H. H. Hatch, A. T. Paul, Thos. Sampson, John Irwin, D. Bradley.

ST. ANDREWS.

Steam Mills and Manufacturing Company.

R. M. ANDREWS, Esq., President.

J. Wetmore, Agent.

SAINT STEPHENS BANK.

G. D. KING, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

Bill 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

Caledonia.

We learn from the New Brunswick that the R. M. Steamship *Caledonia* arrived at Halifax on Thursday evening last, in 12 days from Liverpool, bringing dates to the 12th instant. Our thanks are due to its obliging and spirited Editor for a summary of the intelligence.

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