

[From the St. Andrews "Standard."]

RAILROAD FESTIVAL.

Turning of the "First Sod," under the Contract for the first section of the St. Andrews & Quebec Railroad.

Friday last, the 4th June, will be a day long to be remembered by the inhabitants of St. Andrews and the County of Charlotte generally.—The sun shone out in regal splendour, and at an early hour the busy hum of people, dressed in holiday attire, passed along our streets, and the rattling of carriages and other vehicles, sounded the note of preparation, and gave evidence of a general turn out to do honor to the day. At 9 o'clock, according to previous instructions, the carriages, waggons, &c, with the Directors, Shareholders and Guests, drew up into line at the Court House Square, and at half-past 9, the immense procession advanced, headed by the carriages of the Directors, in the leading one of which was displayed the Royal Standard, and passed through Fredrick, Water, Elizabeth, Queen, and Harriet streets to the St. John road, thence via Chamcook to the Frye road, and after a pleasant drive through the woods the procession arrived at Bartlett's farm, ten miles from St. Andrews, the place selected for turning the sod. The ground was tastefully decorated with flags, and a large number of people from St. Stephen, and the neighboring State of Maine, assembled to witness the interesting ceremony. At 12 o'clock precisely, Col. Murray, the Administrator of the Government of the Province, accompanied by Mrs. Murray, arrived upon the ground, in his carriage, and was received by the Directors and officers of the Company, under a salute of 13 guns. His Honor and Mrs. Murray were then escorted to the spot selected for turning the first sod, when the Rev. Doctor Alley offered up a most appropriate prayer for the success of the great undertaking.

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

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

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

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

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

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

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

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

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

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

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

The Executive Committee of the Provincial Exhibition, which will be held in Fredericton in October, have arranged the list of premiums. For stock and agricultural produce £250 have been appropriated as a premium; and £250 for works of art and manufactured articles. Premiums of £50 have also been appropriated for articles not enumerated.—*St. John Times.*

Further News by the America.

Sir Edmund Head had an interview with Sir John Pakington at the Colonial Office on the 28th ult. Despatches were sent on the same day to the Governors of the North American Provinces.

No appointment had yet been made to the Lieutenant Governorship of Nova Scotia.

In the House of Commons on the 24th, in reply to a question from Mr. McCullagh, Sir J. Pakington stated that the negotiation between Her Majesty's Government and the Members of the Executive Council of Canada and New Brunswick, who had come to this country relative to the formation of a Railway from Halifax to Quebec, had terminated; and, after giving full consideration to the subject, the Government had, with much regret, come to the decision that they were unable to recommend Parliament to give the security of the Imperial revenue for the sum required to construct the proposed work, by the only lines to which the deputation were enabled to give their consent.

The Militia Bill is ordered to be read a third time on Monday week.

The Patent Law Amendment Bill has passed a second reading—this bill proposes to reduce the expense of patents from £260 to £25, and to make one registration serve for England, Ireland and Scotland.

The German journals contain lamentable accounts of the famine in many districts. The price of provisions is enormous.

Mr. Grenfell, the Free-trade candidate for Windsor, was returned, on Saturday, by a majority of 330 to 230, over the Government candidate, Mr. Arthur Vansittart.

Sydney has sent to the English Treasury £70,000, and the Victoria colony £160,000, raised from the gold-diggings, to promote emigration from the United Kingdom to Australia.

A letter, dated Hong Kong, March 28th, says that no less than thirty-seven whalers have been there from the Arctic Seas, and they nearly all believe it possible for Sir John Franklin to be safe in the inner waters beyond the ice-barrier.

GRAIN FROM FRANCE.—From a Parliamentary paper just published it appears that the quantity of corn, grain, meal and flour imported into the United Kingdom in the year 1851, from France, was 1,591,377 quarters, being the largest quantity from any country. The next quantity in number was 1,211,365 quarters from the United States of America.

There are said to have been only four Bank of England notes for one million sterling, and that after these four were engraved the plates were destroyed. Of these impressions the Rothschilds have one, the late Mr. Coutts had another, the Bank of England the third, and Mr. Samuel Rogers, the poet and banker, now decorates his parlor with the fourth, suspended in a gold frame.

About £4600 have already been subscribed for the relief of the survivors from the Birkenhead.

Janet Munro died at Alness, Ross-shire, on the 18th ult., at the age of 110. She was the last inhabitant of Scotland alive when Charles Edward held state in Holyrood.

The late Rev. S. C. Smith, formerly of Yarmouth, has, by his will, left the munificent sum of £14,000 as a foundation for the fellowship and scholarship at Cairns College.

Prince Albert has become the patron of an emigration society, the object of which is to transfer the redundant and destitute population of the Highlands and Islands of Scotland to Australia.

LIGHTING OF ROME BY GAS.—A letter from Rome of the 20th states that a new contract has just been concluded by the municipal council with a British capitalist for the lighting of the Eternal City by gas.

Within the last thirty years £191,000 have been paid to the Dean and Chapter of Durham, for fines on the renewal of colliery leases in that county.

A rare old gold coin has been discovered in the bed of the Southampton river. It is supposed by antiquaries to be a French Noble of the time of Edward the Third, 1326.

KOSSUTH'S FAMILY.—The venerable mother

of the late governor of Hungary has arrived in London, from Cologne. She is accompanied by her two daughters, their husbands, and their nine children. The mother of Kossuth is of small stature, and about 70 years of age. She appears to enjoy good health. The two sisters, on the contrary, are tall, and one of them appears to be in ill-health. It is known that these refugees were the subjects of a harrassing prosecution, which the Government abandoned on condition that they should leave the continent.

TERRIBLE CONFLAGRATION AND LOSS OF LIFE.—*Montreal, June 2.*—We were visited yesterday with a most destructive fire, which has laid in ashes a considerable number of buildings in the business part of our city. It commenced at 6 o'clock, A. M., in St. Peter street, at the corner of Lemoir street, in a carpenter's shop, occupied by J. Martin.

The shop, together with Martin's residence, was quickly consumed, and two of his children were burned to death, one of them on the spot and the other expired in the afternoon. From this point the fire extended to the old St. Andrews church, which, together with the dwelling-house of J. Mahoney and several out buildings was destroyed.

On the opposite side of the street, the stores of Ryan, Brothers & Co., and No. 21, warehouse, were burned down, and a large quantity of valuable goods in them.

Other buildings in the neighborhood, including Stephen & Mills, Torrence & Busted, J. & J. Mitchell & Lewis, and Levine's Exchange Hotel, were in great danger, and were saved only by the most strenuous exertions of the firemen. A strong wind from the southwest carried the devouring element to St. Paul street, destroying in its passage the roofs of two houses in St. Francis Xavier street, belonging to Mr. Dewist and occupied as Exchange offices.

The Commercial buildings, occupied by the Imperial Customs Department and others, were also consumed. The store of Seymour & Whitney, and some out-buildings of Fotheringham & Workman were burnt, but their store was saved.

The fire then extended its ravages on both sides of the street as far down as Little street and Joseph street, where it was subdued. Several houses facing the steamboat wharf were consumed.

The loss of property is variously estimated at from £200,000 to £500,000; from a half to two-thirds of which will probably fall on the Insurance Companies. Probably from £50,000 to £60,000 of real property, and £200,000 to £250,000 of goods were consumed. Some of the heaviest stocks of dry goods in the city were consumed in the stores upon St. Paul street; and the loss of groceries, &c., in the Messrs. Ryans and the Customs' Warehouse must have been immense.

The following Insurance Offices have insured on properties destroyed, to the amount here stated:—

Phoenix, £37,873; Montreal, £19,150; Globe, £14,800; Mutual, £3,650; British American, £500; Quebec, £4,200; Equitable, £400; Royal Insurance Co., (about) £20,000; United States Office, £15,000.

For 12 years, the Presidents and Vice Presidents of the United States have been temperance advocates. At the election in 1848, all the candidates were teetotalers. The present Free Soil candidate, John P. Hale, is a Son of Temperance. The democratic candidate, General Pierce, is said to be by no means a temperance man; on the receipt of the news of his nomination, he is reported in the Boston papers to have gotten "gloriously fuddled." Daniel Webster, one of the Whig candidates, does not deprive himself of his potations, but is said to be almost invariably half intoxicated when his great speeches are made; at all events his speeches often contain so much of the ridiculous mixed up with the sublime, that he could by no possible means use the language which he does, unless a frequent "spiritual imbiber."—*St. John Times.*

The New York Judge has decided that boarding house keepers have no right to detain the trunks and clothing of their boarders for non-payment of their board.