

European Intelligence.

(Continued from first page.)

India.
The Bombay money market was very unsettled, and money difficult to be had on any terms. The import market was very quiet. Freight rates had advanced a little. The Bank of Bengal had raised its interest exchange two to two and a half per cent.

Spain.
A Madrid despatch of the 11th says:—In consequence of the Mexican envoy, has made known to the Mexican Consul that the Spanish government has suspended all negotiations with him, and consequently he has asked the Mexican subjects in Spain under the protection of France.

Portugal.
Spain had addressed a note to the Portuguese Government, asking the extradition of Spanish refugees known to be on Portuguese territory. It is believed that Portugal will not consent.

The tobacco contract had been put up at auction at Lisbon, and let for three years at 2,300,000 per annum.

Italy.
A plot for the escape of all the Galley slaves at Genoa has been discovered. All the turnkeys were to have been simultaneously murdered.

Turkey.
The latest despatches from Constantinople give us no further news than that the Ambassadors were still awaiting instructions from their respective Governments. The Paris correspondent of the Times says that the difficulty is so far settled at Osborne that a conference will be unnecessary.

Despatches from Vienna say that the Austrian Government was disposed to an arrangement of the Moldavian question, and it is stated in Vienna papers that the Austrian Minister at Constantinople went beyond his instructions.

Russia.
It is credibly related in Vienna that a further reduction of the Russian army is shortly to take place.

Brazil.
We have Buenos Ayres dates and Rio de Janeiro of the 15th July. Coffee at Rio very active, and further advance had taken place. Sugar had also advanced, and trade was brisk. The yellow fever had disappeared. Trade at Buenos Ayres dull. At Bahia, sugars were quiet and nominal. Freights dull.

Markets.
Wheat and Flour a shade dearer. The demand for Sugar had subsided; prices 1s. lower. Molasses had declined. Tea main-tenance full prices. Consols 90½. Cotton 5½. Mobile do.

Timber—Yellow Pine 163 to 204; Red 144 to 154; Spruce 164 to 174; Birch 164 to 204. Deals 27 10s to 23 10s.

Freights—Barrs and Rails fine iron to London 12s 6d to 15s; to New York, Philadelphia and New Orleans 15s to 17s 6d.

SYDNEY, (C. B.) Aug. 15.—The French War steamer Ardent, commanded by Monsieur Cloué, which arrived here last Sunday, reports that on the 7th inst., they met, about 15 miles west of Little Miquelon, a Brigantine, with the British flag half-mast high. This vessel was abandoned, without any person on board, nor were any of the boats with the vessel. She was laden with ship timber, and her hold full of water—she could, however, carry her sails. A crew from the steamer was put on board, and she was towed by the Ardent the same evening into St. Pierre, where she was delivered to the authorities. No papers were found on board; the following name appeared on the stern: "Ant. Workington." Where the vessel was bound, or where from, could not be ascertained; nor is the fate of her crew known.—[Cape Breton News.]

We regret to learn that the French Imperial Corvette "Newton," under the command of Monsieur du Vaux, was totally lost at Port aux Choix, near Pointe à la Pêche, on the 10th of June last. No lives were lost and all her machinery, matters, &c., were saved, and conveyed to St. Pierre.—[Ib.]

Captain Prowing, of the Belus, just arrived from Blanc Sablon, reports that the Frigate "Serieuse," lately Sydney, having on board Monsieur Mazeres, the Commander-in-chief of the Newfoundland Naval division, was driven on shore, at Grand Point, three leagues west of Blanc Sablon, on the 30th July last, but was afterwards got off, great exertion having been made to effect it.—[Ib.]

DISGUISED CONVICTS.—The Liverpool Times of July 24th says:—Notice has been given at Lloyd's that her Majesty's government required a ship immediately to convey 400 male convicts from England to Fremantle, Western Australia. Perhaps a more remarkable set of convicts never left the country at one time than will go out in this ship. Among the 400 will be found Sir John D. Paul, Strahan, and Bates, the fraudulent bankers; Robson, the Crystal Palace forger; Redpath, who committed the great gold robbery on the South Eastern Railway. The notorious bank forger, Barnister Seward, alias Jim the Penman, the putter up of all the great robberies in the metropolis for the last twenty years, also goes out in this ship, which will leave England on the 26th proximo, embarking the convicts at Deptford, the little Nore, Portsmouth, Portland and Plymouth.

SAD DISASTER ON THE SOUND.—Thirteen Persons Drowned.—On Saturday morning at 2 o'clock, a collision took place between the steamer Metropolis, Capt. Brown, of the Fall River Line, and the propeller J. N. Harris, Capt. Smith, which was on her way to New London. The Metropolis was making her regular trip from Fall River to York. The catwater of the steamer struck the propeller a little forward of midships, causing her to sink almost instantaneously. The New York Evening Post gives the following particulars:—

The Metropolis received a severe shock, but was not seriously injured. On the propeller were, as nearly as can be ascertained, fourteen passengers and a crew of eleven persons. Of these, twelve in all were saved, including the captain, first, and second engineers, two deck hands, and seven passengers.

The propeller had a miscellaneous load of iron, provisions, fruit, &c. Not an article was saved by any of the crew or passengers, except what they happened to have on. As soon as the accident occurred, the Metropolis was stopped, and a large number of life-preservers were thrown over. Both were also lowered, and cruised about the spot until day light.

A subscription for the relief of the survivors and families of the lost was taken up, on board the Metropolis, reaching \$105.

We are informed that the firm of Tate & Co., who are connected with the Grand Trunk Railway Company and built a great portion of their Railways in Canada, have undertaken a very heavy contract to construct railways in Spain, and are now shipping their large stock of plant for that company, at Toronto. This is the company that offered to build a railway from Saint John to the Canadian boundary, and negotiated at least one half of the adventures in the London market, receiving them in payment at par. The change of policy in the country consequent upon the advent of a new party to power, broke off the negotiations, and we may therefore thank the Spaniards for losing an opportunity the like of which we may never have again.—[Head Quarters.]

Failure of an eminent Boston Merchant.—No event in the commercial world could have been more startling and unexpected, than was the announcement yesterday of the failure of Edward C. Bates, Esq. Such an event, deemed an impossibility, has been brought about, we understand, by no speculative spirit, but by losses in the depreciation of vessels. For twenty-five years Mr. Bates has laboured zealously, reaping as he laboured a reward in riches, an unspotted reputation, and a legion of influential friends. And now, when he supposed himself to be the possessor of half a million of dollars, he becomes a bankrupt. We feel sure that the whole commercial community will deplore this sudden reversal of fortune, and with a readiness and generosity characteristic of Boston merchants, come forward to assist and cheer Mr. Bates in his fresh endeavors and renewed labors.

It should be borne in mind that this failure does not in the slightest degree affect the house of E. C. Bates & Co., so widely known as agents for the Cunard steamers. This house remains perfectly solvent, and its influence as Agents can in no wise be impaired by the failure alluded to above. We understand that Mr. Bates' liabilities amount to upwards of half a million, and his assets amount nominally to that sum.—[Boston Advertiser.]

MELANCHOLY ACCIDENT.—On the 42th inst., a young man, named John Foy, and 17 years of age, only son of John and Margaret Foy, of East Waterloo, Johnston, Q. C., was accidentally killed by a lad named Thomas McKel. The deceased went to McKel's to help him to cut some hay, and about 4 o'clock in the afternoon, young McKel came to where he was at work, and took the scythe from him to mow. The very first time he swung it he struck deceased on the thigh, cutting the femoral artery, and causing his almost immediate death.—[Freeman.]

CANADA.

An attempt was recently made to blow up a large Roman Catholic building, bearing the name of the House of Providence, now being erected at Toronto, and intended as an asylum for the poor. The main body of the building is covered in, and the cost of this portion of it amounts to about \$12,000. The miscreant placed a large jar of gunpowder in one of the rooms, which exploded, but fortunately without seriously injuring the structure. The effect of the explosion was lessened on account of the building being open, the doors and windows not having been put in.

QUEBEC, August 15th.—Destructive Fire at Point Lévis.—About one o'clock this morning a fire broke out in the unoccupied house of Mr. Geo. Smith. The alarm was not given in town till the fire had made great progress, and in the meantime some 20 houses were destroyed, including those of Messrs. N. Guay, F. Guay, Charles Rheume, I. Gagnon, J. Baron, J. Poiré, J. Moizé, E. Dussault, E. Bourassa, and J. Larive. The buildings consumed were nearly all wooden, and the principal sufferers are poor people, few of whom are insured. The fire is supposed, and with good reason, to be the act of an incendiary.—[Morning Chronicle.]

Our billingsgate neighbor of the Gazette accuses us of quackery, because we publish Dr. Ayer's advertisement. Now this same editor knows the Pharmacopoeia itself is not more free from the suspicious of

quackery than his medicines. He knows they are endorsed by the medical Journals of this country, are used and prescribed by our best physicians, and have the commendation of professors and eminent men of character too exalted for his comprehension, and he knows too that they have done and are doing in this community an amount of good which the utmost stretch of his ability can never hope to equal. *Berks Co. Press, Reading, Pa.*

CLAREDON HOTEL.—Mr. Baring, of the firm of Baring Bros., London, General Cameron, U. S. A., and Mr. R. T. Penness, the Governor's Secretary, were among the arrivals at the Claredon Hotel yesterday.—[Ib.]

Visiting, Invitation, and other Cards, struck off at short notice.

The Standard.

ST. ANDREWS, SEP. 2, 1857.

AGRICULTURAL PROSPECTS.—It is no less pleasing than interesting to chronicle the fact, that throughout the length and breadth of the Province, the Crops generally promise to be abundant and of good quality. It is true, that in some few localities the potato disease, and the weevil in wheat, have made their appearance; but on the whole, there is great cause of thankfulness to an All Wise Providence, who has blessed the labors of the husbandman. It has been demonstrated that early planting of potatoes, such as the bluenose, Victorias, bucksters, Scotch whites and cups, will protect them from the "rust," even on old land; and that late sowing of wheat will be a preventive to its being attacked by weevil. The crops of oats, barley, buckwheat and rumpus, promise an unusual harvest. The farmers appear to devote more attention to, and take more interest in, their noble calling than formerly, by their improved method of tillage, the selection of the best seed, and the use of new and improved agricultural implements. The present high prices of farm produce must amply repay them, notwithstanding the high price of labor; and ere long the agriculturalists of the upper districts of this County, and the fertile regions of York, Carleton and Victoria, will have facilities for bringing their surplus produce to the seaboard by railway, and shipping it to the markets of the United States cheaper and more expeditiously than they can do at present.

BOSTON STEAMERS.—There appears to be an unprofitable discussion carried on in the St. John papers at present respecting the relative speed of their new steamer the "Emperor," and the Admiral and the Adelaide. The running time of each between St. John and Portland is daily chronicled, and the "Emperor," it is stated had beaten the two old steamers from two to three hours. The travellers in this section have been content with the speed of the favorite old steamers, and are satisfied with but one change—the reduction of fare. The Admiral and Adelaide were never more popular in this part of the Province.

DREDGING MACHINE.—Almost every Port large and small in the Province has had the Provincial Dredging Machine, if we except St. Andrews; and we believe it is high time that it was sent here to clear out the inner harbour, particularly near the wharves and in the eastern passage. A few weeks service of this machine, would be of great service here, now that the Railway extension runs over many of the principal wharves, when vessels of any depth might load without being neaped on. We trust that the Port Wardens will attend to this subject the present season, as no doubt a large quantity of freight for shipment, will be brought over the Line during the fall and winter, and next year all the wharf accommodation possessed at present will be required. In view of the increased business which may be expected—we understand that it is in contemplation to erect several wharves for the purpose of piling lumber on.

The people of the Province generally, have had a series of Pic Nics, Soirees, and Excursions. The inhabitants of St. Andrews have been too busy the present season to attend them, but we hope ere long, that they will have an Excursion on the Railway, which will amply compensate for any loss or pleasure they may have sustained.

WELL DONE CARLETON COUNTY.—The farmers of Carleton sold last week to the Americans 500 head of cattle besides large droves of sheep, which were driven off to the United States. The Carleton Sentinel, from which this information is obtained, says,—"the rates paid by American speculators now, are such as to render stock the

most remunerative article the farmer can raise."

The CARLETON SENTINEL, announces the arrival at Woodstock of W. M. Buck, Esq., Engineer in Chief of the New Brunswick and Canada Railway, W. T. R. Penness, Esq., assistant Engineer, and Mr. Marsh, one of the contractors, preparatory to operations being commenced on that end of the first section to Woodstock. The Engineers have gone up for the purpose of making a final location of the line at the Woodstock terminus. We stated last week advertisements for tenders for clearing the line from the end of the 60th mile to the terminus at Woodstock were issued, and would be decided on after the 1st. instant, as the work is to be proceeded with without delay.—The Engineers will no doubt select such a line as will be most advantageous for the interests of the Company. It is high time the people people of Carleton would awake to their true interests; as yet they have done nothing towards the furtherance of this great enterprise, and it is to be hoped that they will freely, yea, thankfully give a free right of way through their lands, knowing as they must that there is no County in the Province more interested than Carleton in the success of the line, which will give them an open Atlantic seaport, within a short distance, and which can be reached in two or three hours, where they can ship their produce at all seasons, and at a comparatively trifling expense compared with the outlay and loss of time which they are subjected to, and from whence they can obtain their supplies direct from the leading markets of the United States, without incurring the extra expense of transshipment from schooners to steamers, and by the slow process of tow boats. We have neither the time at hand nor space to show the immense advantages which the N. B. and Canada Railway will confer on Woodstock—but leave it to our contemporaries of the *Journal and Sentinel* to set forth for their own people. It is some years since we were in Woodstock, but when there we looked upon Carleton County as the garden of the Province. The lands both in the vicinity of Woodstock and for many miles beyond it, are, without doubt, the richest in the Province, not only with respect to fertility, but also in their valuable resources. We hope to see the day that Woodstock will be the half-way stopping place between St. Andrews and Quebec.

The St. John FREEMAN puts the following pertinent questions to the advocates of the Shediac railroad. Had the people of this section of the Province made these interrogatories, they would be accused of "sectional feelings, local jealousies," &c., but coming as they do from one who is interested and living at one end of the line, they are important, and require answers:—

We should like to know what means will be resorted to, in order to divert the trade of P. E. Island and the Gulf Shore, to the Railroad, and via the Railroad to St. John. What facilities and inducements will be offered in the way of transshipping and forwarding goods? How will the Islanders be induced to send their potatoes and oats over the Railway? Must they be made up in bags, and if so, will the people not prefer the old way round by schooners? What will be the fare through, and what the comparative cost? What would be the best means of inducing the American fishermen to employ the road next year, if it be too late this season, for sending home their take of fish and getting their supplies? &c., &c.

We presume that that wonderful and extraordinary Chief Commissioner knows all about these things, but as the *Smasher* journals have grown so tired of all political questions, perhaps they may employ themselves agreeably and usefully in discussing these questions. It is of importance to all parts of the Province, and especially to those parts expecting to get Railroads, that the one we have should say.

Nautical Invention.

The Washington papers give an account of the exhibition of a canvas boat, recently patented by an officer of the army, Col. R. C. Buchanan. The *Intelligencer* says of it:—"When the singular craft was first presented to our view it had the appearance of a huge canvas bag inflated; on being opened, the only things it contained were a jointed frame work, a few pieces of thin board, and an additional piece of canvas. In less than fifteen minutes, these things being properly put together, we saw a safe and convenient little boat afloat upon the river, in which some half dozen gentlemen crossed and recrossed the Potomac. The canvas boats invented and employed by Col. Buchanan have been made of various dimensions; but it is said that a specimen eighteen feet long, eight feet wide and eighteen inches deep, can convey with safety over a rapid river no less than thirty men, with all their arms and equipment; and the total weight of a boat of this size is not greater than can be carried over plains or mountains upon the backs of two

mules. Officers of high rank in the army have pronounced this invention one of great importance as a military ponton, while men of experience in the navy have expressed the opinion that it might be employed with advantage as a kind of life-boat at sea.

If there be any of our readers who doubt touching the magic power of Perry Davis' Pain Killer to relieve pain, we advise them to buy one twenty five cent bottle and give it a trial. We never yet knew it to fail. Sold by Odell & Turner, and druggists and all dealers in family medicines.

Ship News.

Ship Starlight, (of Boston,) Matthews, Maudslayi, May 5; Angler, May 30. Aug. 23, lat. 38 45, long. 67 50, saw a ship steering E.; with double top-sail yards, showing blue and red signal, with a white ball in the centre.

The new round stern ship, bottom up, lumber laden, seen Aug. 14, lat. 43 50, long. 62, was undoubtedly a new ship, name not recollecting, and from St. John, N. B., for Europe. She was so cranked when at the wharf that nautical men had doubts of her getting safely across.

A large ship, name unknown, from Great Britain, bound to St. John, N. B., with coal, iron and sheet copper, was cast away near Burn, N. E., about a fortnight since. Captain, crew, and two of the passengers saved. There are 52 passengers, mostly cabin, lost.

BARLEY.

BARLEY wanted immediately, in any quantity, at the Patent Steam Brewery. A liberal price given. CHAS. A. THOMPSON. St. Andrews, Aug. 31, 1857.—[Ib.]

BOTTLES.

A liberal price paid, for empty Ale and Porter Bottles at the Patent Steam Brewery. Aug. 31, 1857. CHAS. A. THOMPSON.

New Brunswick and Canada Railway & Land Company.

St. Andrews, Aug. 24, 1857.

TENDERS for CLEARING FOR LINE, or any section thereof, from the end of the 60th Mile to the Terminus at WOODSTOCK, a distance of 20 miles more or less, will be entertained and decided on as soon as received after the 1st proximo.

The CHOPPING will be 160 FEET WIDE throughout, and the work is to commence and follow the Surveying party now engaged on the ground.

Full particulars as to details of specification and provisions of Contract will be given, on application either personally or by letter, at the Company's offices, where forms of Tenders may also be obtained.

JULIUS THOMPSON, Manager.

INK. INK.

A NEW IMPERIAL CHEMICAL WRITING INK.

Warranted not to Injure by Freezing.

THE want of a good description of black Writing Ink has been long and severely felt in this Province; one great difficulty is, that ink now in use is completely useless after freezing; another is, that it corrodes any pen except gold, destroying pens very fast; it will also become thick after being exposed to the air,—it cannot be avoided on account of the ingredients most ink is composed of.

The subscriber begs leave to inform his customers and the public generally, that he has manufactured in Canada, a fine Chemical Ink, which is warranted not to injure by freezing—in fact, after freezing some five or six times, it becomes thicker—making it the best ink for this climate; it is also warranted not to corrode, making a saving in Pens of 50 per cent. It being a Chemical Ink, it is free from the annoyance of sediment, causing no trouble in cleansing bottles. In writing, you can perceive a slight shade of blue, causing it to flow free and easy.—Government Offices, Banks, and Merchants in Canada have pronounced it superior and cheaper by 25 per cent. than any ink they can import. Merchants in different parts of the Province will find it much to their advantage to buy this Ink instead of importing, as it will insure them a larger profit, quicker sales, and they can recommend it to be so well adapted to this climate. It is put up in bottles, and retailed in—Pyramid 4d., Pins 1s. 6d., Quarts 2s. 6d., or by the Gallon. A large discount made to wholesale purchasers.

Orders received from any part of the Province previous to 1st September next, can be supplied this Fall. The subscriber warrants it as above described, or the money will be returned.

R. S. MILLAR, Agent for New Brunswick.

Fredericton, Aug. 12, 1857.

H. H. PARRY BROWN & CO.

Commission Merchants and Ship Brokers, CARDIFF.

BEG to inform their friends that they have opened a BRANCH ESTABLISHMENT at 17, Queen's Square, Bristol. They will give personal attention to the sale of DEALS (to their address) at all ports in the Bristol Channel. Cardiff, July 17, 1857.

The subscriber is authorized to make liberal advances on DEALS consigned to H. H. PARRY BROWN & Co. JAS. PORTER. St. Stephen, August 18, 1857.