

draw had the power to order you to go with the engine?

Answer—I thought he had the power, as I had gone down to Canterbury before that for provisions by his order, and no fault found for doing so. Mr. Jack and Mr. Kendrew were both on the engine with me at the time of the collision.

John Sinker, sworn—The orders that I got yesterday, were to go on with my work the same as usual, until George Hughes came back, and then to give him the privilege of the Road from Hovey's cutting to the temporary bridge, and for me to take my tools and go to work on the other side, leaving the road clear to them. At half past eleven I went to the ballast hole and met George Hughes there; he told me that he was going into the cutting, and I said I was satisfied that the collision was the cause of the death of George Hughes.

John A. Kendrew, sworn—Am Time Keeper to Messrs. Walker, Johnston, & Co.—I came from McCarthy's cutting about half past three or four o'clock in the afternoon and went into the pit I had been there a little while, when Mr. Jack said to me, that "he supposed that the engine might run a party up as far as the other train." I said I supposed so as he is doing nothing. I said to Peter will you do so? His answer was "yes;" at the same time, I did not think he would go beyond the bridge where they were tipping. I had no power to give any orders, unless I got them from Topmast, he did not give me any orders to take the engine off of that section.

Question—Did you invite the parties (the Sakers) to ride on the engine?

Answer—No, Mr. Jack asked them.

Robert M. Jack, sworn—Am Inspector of Ballasting. The duty of my situation requires me to see that the ballasting on the Road is properly done, and to see that no ballast is put on the road unless the road is in a proper state to receive it. No particular orders to what the engine was to do. There were no particular orders given as to persons riding on the engine from Canterbury station to Eel River.

The Road was on the track near the pit, I was in her when I saw the people coming down the track; in going to the pit, I was joined by Mr. Sawyer, who introduced a lady of the party to me; we all went to the pit the visitors told me they wished to see the steam shovel work. In the course of conversation with them, while there, I asked them if they had walked all the way down; their answer was "The Thistle brought them part of the way down; I then went to Peter who was standing in the Sack Shovel, and asked him if he thought he would have time to run the visitors up a little, while they were loading the cars. He said he thought he would; I then mentioned to the visitors—the ladies—that perhaps we might take you up a little piece. Shortly after, seeing Mr. Kendrew in the pit, I said something to this effect—"Well Kendrew, are you not going to take those visitors up a bit on the engine, he replied "certainly." After the engine went out and unloaded her set of waggon, and had returned and left her empty waggon in the pit, the engine started up the line with the visitors; I was on the engine with them and was standing in the cab in front of the furnace door. I suppose we had gone about two miles up, when hearing a commotion in the engine I looked out the front window and saw the brakesman making a motion to stop her; I immediately put my hand to assist in shutting off steam; the Driver then said "look out," I think my hand off, the driver reversed the engine, the next I knew I heard the crash, and found myself buried up in the wood from the Tender.

Question—Were you aware that the engine Thistle came down as far as that bridge?

Answer—I was.

Question—Did you intimate anything to the Driver that the Thistle came down to that bridge?

Answer—I did not, as I supposed the driver understood it himself. I think we were not going more than 20 or 25 miles per hour. I do consider the collision altogether accidental. I knew George Hughes, and believe that he was killed in consequence of the collision. I had no authority to order the engine to leave her train and go on any other business.

The verdict of the Jury was as follows:—

"That George Hughes came to his death by the accidental collision of the two engines on the Rail track. And we advise that more caution should be used in future in the management of running the cars."

European Intelligence.

ARRIVAL OF THE NIAGARA.

HALIFAX, Nov. 14th.

The steamer "Niagara" left Liverpool at 9 a. m. and Queenstown on the afternoon of the 2nd inst., arrived at Halifax at 4 o'clock on Thursday morning. She has 815,200, and 61 passengers for Boston.

The "City of Washington" reached Liverpool on the morning of the 1st. While en route from Queenstown, during the night of the 30th, her main shaft broke and she proceeded under canvas until she was sighted off Holyhead, when tugs were sent to her assistance, and she was towed to Liverpool.

The Times publishes a long letter from Theodore S. Fay, late American Minister to Switzerland, which is mainly devoted to the repetition of Earl Russell's late speech at New Castle, in which he asserted that one side in America was striving for Empire

and the other for Independence or power.—

Mr. Fay protests in the strongest terms against Lord Russell's reasoning and complaints in general terms against the sympathy accorded to the rebels by the English and Continental journals.

The Times editorially criticises Fay's letter; it says although it carries American hostility to its furthest point it is not to be compared to the absurd and peevish utterance of Cassius Clay and other of Lincoln's diplomatists. After arguing the question of slavery in its relation to the existing contest and asserting that the recognition of Confederate States and peaceable separation will be so much less than of yore. Formerly every filibuster had the whole American Union at his back, and he knew it. The case will be different when the country which sends him out is only a kind of Anglo-Saxon. Brazil could have been easily cured in its ambitious propensities. If the old union had lasted the extension of slavery over Mexico would have been certain after a few years; now, however, the South will find rivals determined to prevent her aggrandizement, and the cause of justice and civilization will gain by the quarrel of those partners in guilt.

These are some of the reasons which have influenced Europeans in their judgment of American affairs; then seem to us cogent; they have never been answered hitherto, and Mr. Fay does not attempt to answer them. Until we hear some better arguments than this we shall remain without any desire for reconstruction of the Republic, which was as completely founded on principle of slavery as is the Government of the Confederate States, and which was more overable to propagate slavery by aggression on which Confederate States alone can never venture.

Special correspondence to the Times comes down to October 18th—unimportant.

At a Conservative demonstration at Worcester, Earl Shrewsbury in allusion to America said that they saw Democracy on its trial, and how it fared; he thought separation inevitable and predicted ultimate establishment of some sort of aristocracy in America.

Sir John Pakington at same meeting pointed to the failure of Democracy in America as a warning to England, and expressed conviction that resumption of States was hopeless. He wished the Great Powers would remonstrate against continuance of the war, and while approving England's neutrality he regretted that Earl Russell in his recent speech had not in more decided language, expressed the views of England.

The Paris correspondent of the "Independent" professes to have learned from reliable quarters that the projected intervention of Mexico is conceived with ulterior views; time must come when cotton blockade can no longer be tolerated, and the farthest period allotted for the game now on foot by North and South, to be played, is fixed for January next; if at that date the Southern States hold their own, their claim to a joint recognition by France and England will assume such urgency that a decision must ensue. These assertions are regarded in England as utterly untrue.

The Lancashire movement in Lancashire continued to make progress. Mills in various parts were reducing their time to three days per week, and in numerous instances entire suspension was taken place.

Investment of numerous distinguished persons with new order of Star of India took place with great magnificence at Windsor on 1st.

Prince of Wales officiated at opening of new Middle Temple Library, London, and was at same time installed a member of the Temple, and created a fletcher. A brilliant festival was got up in honor of the event.

The telegraph between Malta and Alexandria was opened on the first of November.

Colliery explosion at Sherington near Wigan, killed 10 and injured 5 persons.

FRANCE.—It is reiterated that France has opened negotiations with Austria for cession of Venetia.

It is reported that Duke Magenta has been entrusted with missioners to Vienna on the subject of the Dapen and the Swiss Government had sent commissioners to his support, and had resolved to protect and demand satisfaction for violation of Swiss Treaty.

Six companies of 1st Regiment of Marines had been selected to form part of the expedition to Mexico.

Frigate Languierre had received final instructions and would sail for Mexico about 4th November.

Paris correspondent of the London Herald says Bank of France succeeded in obtaining two and a quarter million sterling from the Bank of Prussia.

Nothing done on Bourse since Nova Scotia left, the 1st being a holiday.

ITALY.—Gen. La Marmora had arrived at Naples to assume military command.

Name of Father Passaglia had been erased from list of Professors of Roman Mines.

SPAIN.—Paris Patrie asserts that Spain, wishing to give Mexico proof of good will, decided to commence evacuation of Tetuan, 10th Nov.

PORTUGAL.—King had slight attack of fever. Importation of cotton reached Lisbon from Portuguese possessions of Gore, stated

to be a good quality, and cost of production moderate.

Russia.—London Times in an editorial on Russian affairs anticipates exciting times in the country are long, says things are moving gradually, but decidedly towards a very tremendous crisis.

MANAGERS.—Cotton dull and unchanged. Broadstuffs quiet, steady.

Provisions dull.

Bullion in Bank of England increased £12,000.

FROM THE STATES.

Despatches from Fortress Monroe announce the arrival of frigate San Jacinto with Mason and Slidell, Rebel Commissioners to Europe on board as prisoners. They were taken from an English mail steamer off Bermuda. The English Capt. protested against the act.

Nothing important from Beaufort.

Federal forces in Missouri have abandoned Springfield and appear to be concentrating mainly at St. Louis.

Some skirmishing is reported in Western Virginia.

All quiet on the Potomac.

Arrest of Messrs. Mason and Slidell on board an English Steamer.

The telegraphic report that we publish this morning is really startling, and if the facts are as stated, they will lead to something more decisive than anything that has yet occurred. England will never submit to have her steamers stopped on the high seas, and passengers taken therefrom by an armed force of a foreign power; and if the fullest apology and reparation are not made, there is certainly trouble looming in the future. The indignity is one that can by no possibility be overlooked, and now the next movements may be looked for with considerable anxiety.

The mission of Messrs. Mason and Slidell to Europe may be said to be accomplished by their capture.—Col. Empire.

BRITISH AND AMERICAN SOLDIERS AND OFFICERS.—Comparisons are proverbially odious; but the Montreal Herald takes up on itself to rank the soldiers at Ball's Run with those in the Crimea. The soldiers were "lame" in both instances, we are told, but by "lame" they meant that they were the brave men who led up the heights of Alma! They showed there, at least, that if British officers were asses it was one feature of their stupidity that they could not be taught or forced to run away.—Montreal Gazette.

THE CANADIAN STEAMSHIP LINE.—The Canadian steamship line has been peculiarly unfortunate having lost during the past few years at least one steamer in each year. The Indian, the Hungarian, and the two Canadians have been lost on their line, and now the North Briton has followed their fate, although the wreck of the latter has proved a less serious disaster, as no lives are known to have been lost.

The Standard.

ST. ANDREWS, NOV. 20, 1861.

ESCAPE OF PRISONERS.—After the Standard was issued last week, it became known that two young ladies named Gray and Wheeler, belonging to the Parish of St. David, committed for stealing boots and shoes out of a store in Cairns, U.S., effected their escape from the County goal on Tuesday night.

The following facts relative to the Escape we clip from the "Col. Empire," as they are correct.—It appears, on investigation of the matter, by the Magistrates of the town that the prisoners were shut up at night in separate cells but, during the day time were allowed to exercise in a stone passage, into which the cells open and in which there is a stove. At the end of this passage, a few feet from the ground, is a window secured by a heavy iron grating, composed of bars, one and a half inches in thickness. One of the lads contrived, by thrusting his arm through the bottom of the iron door, where there is a small aperture, for the purpose of handing in water, &c., by means of a stick to push back the two iron bolts, which secured his cell on the outside. On gaining the passage, he immediately unbolted his companion's door; they then in conjunction, completed the fracture of an iron bar, in the window grating, which had been previously sawn through, by some fine instrument, and contrived to squeeze themselves through an opening in the windows, scarcely fourteen inches wide, and six and a half high.

A reward of forty dollars is offered by the Sheriff for their capture. An inquiry was immediately instituted into the matter, and on examination of the goal, the magistrates of the town, exculpated the gaoler, Mr. Mark Young, from any further blame, than not having taken the precaution, in obedience to the Sheriff's instructions, in locking that evening, the bolts on the cell doors of these prisoners.

The 19th and 20th numbers of that excellent work "The Altar of the Household," have been received from the agent, Mr. Finley.

The accounts received daily from the States by telegraph, are interesting and exciting, but much allowance must be made, as many of them are undoubtedly made up to create a sensation, without any regard to truth. The Government despatches are reliable, and do not appear so highly coloured; that the Federal fleet has been successful does not admit of a doubt, and that the land forces have driven the Confederates far into Carolina is also correct. The Southern armies of Generals Price and McCulloch have, it is reported, retreated into Arkansas, and have gone into winter quarters at Fort Smith.

The latest and most important information received by telegraph is the arrest of Messrs. Mason and Slidell on board the British Mail Steamer Trent. If it be true that the Southern Commissioners were forcibly taken from on board a British mail steamer; we shall soon hear of a demand being made by Lord Lyons for their release and satisfaction for the indignity to the British flag. The fact that Com. Wilkes had an interview with Gen. Wool and expressed the opinion that he had done right; and said right or wrong those men had to be secured; and if he had done wrong he could do no more than be cashiered for it," will not avail his Government, as it may lead to further trouble. This high handed act is unparalleled in the history of nations, and under any pretext cannot be defended by the Cabinet at Washington. Had those gentlemen been on board a British Ship-of-War—Lieut. Fairfax would have returned as he came. The following are the particulars as received:—

The San Jacinto stopped at Chienfugai. The escape of Slidell and Mason was ascertained. Proceeding thence to Havana. It was understood they had taken passage on the 7th inst., on board the British mail steamship Trent, plying between Vera Cruz, by way of Havana and St. Thomas and Southampton. While the San Jacinto was in the Havana channel about 24 miles to the westward, she met the packet and, in such cases, fired a shot across her bows and brought her to. Two boats were sent to her under the command of Lieut. Fairfax, who, boarding the packet, arrested Mason and Slidell who were personally known to him. They at first objected to be removed without the employment of force for that purpose. However they were soon after removed, without further trouble, and conveyed to the San Jacinto.

The respective Secretaries Eakin and M. Farland were also brought on board and are now on their way to New York. The Packet had no other flag save her own. The remainder of the passengers including the ladies connected with the Slidell and Mason party, were not molested and were therefore left free to pursue their journey. The despatches are voluminous and include several accounts of capture together with the protest of Mason and Slidell against being taken from a British ship. The official despatch are withheld for the present for satisfactory reasons.

The proceedings of the Inquest on the body of George Hughes, killed by the collision of the engines on that part of the Railway now in course of construction, is published in our columns to-day, and the public will now be in possession of the facts from the testimony of the witnesses. Mr. Hughes has left a wife and family, Kelley, the other person killed, was only 16 years old.

THE LONDON QUARTERLY REVIEW for October has been received from Messrs. L. Scott & Co., New York. The contents are more than usually interesting, and consist of: Life of Shelley, Life, Enterprise, and Power in Coal Mines, The Immutability of Nature, Newton as a Scientific Discoverer, The Growth of English Poetry, Plutarch, Education of the Poor, Alexis de Tocqueville, Church-rates.

Advice by steamer City of Manchester, off Cape Race state that feeling in England ran high, upon publication of Secretary Seward's letter justifying acts of the Federal Government on British subjects as well as American citizens.

RAILWAY TRAINS.

MR. EDITOR.—Can you inform the public why it is that the time of departure and arrival of the trains on the N. B. & C. Railway, are not advertised? Every other Line in the Colonies and United States, as you may observe by the papers, has an advertisement giving the required information. The Province has a large amount of Stock in the Line to Woodstock and have granted great facilities, and the public should be in possession of the information required. If not asking too much, will you publish the actual time of the arrival of the trains each week.

Yours, THE PEOPLE.

Nov. 10, 1861.

Married.

On the 18th inst., by the Rev. John Ross, Edmund P. Knight, Esq., of St. George, to Eliza Helen, second daughter of Mr. John D. Cameron, of St. Andrews.

DR. PARKER

Has removed to the Cottage in Queen Street, adjoining the Agency of the Commercial Bank, and nearly opposite to the Sheriff's Office. St. Andrews, Nov. 18, 1861.

MAIL CONTRACT.

SEALED TENDERS Will be received at this Office, until

TUESDAY, The 10th of December, next, at noon, for the Conveyance of her Majesty's

MAILS BETWEEN SAINT ANDREWS AND

CAMPO BELLO.

Twice per week each way, during the Summer season, and once per week each way in Winter, commencing on the 16th December next. The mails are to be conveyed in a Sailing Vessel, on such days and at such hours, as may from time to time be appointed by the Postmaster General.

Tenders must be made on the proper Printed Forms, which can be obtained from any Postmaster; must state the Sum per annum for which the service will be performed, and be addressed to the Postmaster General.

JAMES STEADMAN, Postmaster General. Post Office Department, Fredericton, 16th Nov., 1861.—34.

House for Sale at Auction.

THE Subscriber will sell at Public Auction, on FRIDAY, the 29th inst., at 12 o'clock M., on the Premises:

That neat, comfortable and elegantly situated Cottage, adjoining Kennedy's Hotel, in Water Street, owned and occupied by Mr. Patrick Quinn.

Terms of sale: 10 per cent at time of sale, 10 per cent on delivery of the Deed, the remainder in three equal payments of 9, 12 and 18 months with interest and satisfactory security.

ALSO—At same time, a quantity of Groceries. J. H. WHITLOCK, Auctioneer. St. Andrews, Nov. 19, 1861.

NOTICE.

APPLICATION will be made to the Exchequer next Session for an Act to incorporate the Mossburn River Draining Company.

LETTERS REMAINING IN THE POST OFFICE, ST. ANDREWS, NOV. 11, 1861.

Avery Wm. James Mrs. E. Jones Flora A. McElroy John McHandies E. B. Maen John Peacock Martha Porter James Richardson T. Richardson Jane Speirs John Smith L. A. D. Sande George E. Valentine James Williams James D.

For the Railroad. McGillicvery Wm. McKenon Michael Pearce Edward 2 Sullivan John Vincy George Wyman John

Persons calling for any of the above will please say "advertised."

G. F. CAMPBELL, P. M. St. Andrews, Nov. 13, 1861.

NOTICE.

THE Subscriber gives notice, that he is authorized to collect and receive all debts due, and demands, owing to the late firm of Sisson & Rainford, (deceased in St. Andrews.) And, immediate payment is requested of all unsettled accounts, to the undersigned.

J. W. SLASON. Woodstock Journal—3m. St. Andrews, Nov. 13, 1861.

NOTICE.

ALL Persons having any demands against the Estate of George Trank, late of the Parish of St. George, deceased, are requested to present the same duly attested within three months; and all those indebted to said estate are required to make immediate payment to

CLAUDUS MESSENETT, Attorney for James Trank, Administrator. St. George, Nov. 12, 1861.

EDUCATION.

THE Subscriber begs respectfully to announce to the Inhabitants of St. Andrews, that he has opened the School, known as the "Roman Catholic School," of said Town, where all pupils who may be placed under his tuition, without distinction of class or creed, will receive his best and most assiduous attention. Besides the usual branches required of a First Class Teacher, as enumerated in the "Act," the subscriber will give Lessons in the elements of Astronomy, Rhetoric, and Agricultural Chemistry, if required.

Oct. 29, 1861.—J. JAMES DALTON.

DENTAL NOTICE.

DR. R. B. PATTERSON, Dentist, Will visit St. Andrews Monday Nov., 4th and remain one week. Rooms at Bradford's Hotel. Where he will hold himself in readiness to attend to all who may favor him with a call.

Teeth filled, cleaned and extracted, also Inserts whole or parts of sets on Gold or Silver. All operations pertaining to the profession carefully attended to and warranted to give entire satisfaction. Charges moderate.

100 CORDS Hemlock Bark

are wanted by the subscriber,—payable in Wagon and legs. St. Andrews, Jun 16. E. T. H. T. FORD.

NEW EXPRESS

TO BOSTON, NEW BRUNSWICK, AND ST. ANDREWS, EASTPORT, PORTLAND, NEW BRUNSWICK & CANADA RAILWAY. Connecting with all Eastern and Western

Return WILL leave Boston, per steamer, every Thursday morning at 7 1/2 o'clock, with stages at Woodstock and parts of Woodstock and upper St. OFFICE—No. 5 Congress St.

AGENT

David Webber, Hugh Montgomery, B. G. Houlton, A. Saint Andrews, Sept 24th—2

Anthracite Coal

34 Tons Red and White Ash Anthracite Coal, egg size J. W. ST.

NOTICE

London Exhibition THE Executive Committee of the culture having been appointed to receive and arrange a full Exhibition, requires all parties to communicate with them forthwith.

The articles when ready will be the Custom House, St. John, for transmission to England by next. J. A. S. G. St. Stephens, Oct. 17—2

NOTICE

IS HEREBY given that John and George Moffat, late of St. Andrews, trading under the style name of "Rainford," have by the day of Oct. 18, 1861, true Estate, books, debts, and property signed, upon certain trusts for the terms in said Deed expressed.

The said Deed, can be seen of either of the undersigned, and the said Sisson & Rainford, are to be the same within Sixty days said Deed; and all persons said Estate are requested to present to either of the subscribers.

J. R. St. Andrews, Oct. 8th, 1861.

NOTICE

ALL Persons having any demand against the late William Gilchrist, late of St. Patrick, are requested to duly attest, within three months, and all those indebted to the said deceased to make immediate payment to

JAMES ALEX. MENN St. Patrick, Oct. 1—m.

Administrative

ALL persons indebted to the late Porter, Esq., deceased, are requested to make immediate payment to who has been duly appointed and estate; and all persons having estate, are requested to duly attest, within three months, signed, or to James G. Stever.

GEO. Administrator of the Estate of Porter, Esq., deceased. St. Stephens, Sept. 19, 1861.

AUTUMN ARRANGEMENTS

Through To and from New York, Boston, To Woodstock, Presque Isle and the A. INTERNATIONAL STEAMSHIP NEW BRUNSWICK AND CANADA

ON and after Tuesday, the 3rd until further notice, parties of Woodstock or the Woodstock Leave Lincoln's Wh every MONDAY and THURSDAY and Portland same days at 5 P. for St. Andrews via Eastport arrival of the steamer at St. A. 2.30 P. M. to Canterbury, a meet each train for Woodstock

Return Trains leave every Monday, Wednesday, Friday at 5.30 A. M., arriving 10.30 A. M. in time for to take Eastport Portland and Boston, Thursday. By remaining one row, can take the Boats to St. DAY and FRIDAY.

FARES—THROUGH TI ON Monday for Boston) New Brunswick, Canterbury to Boston, Canterbury to Portland, Woodstock to Canterbury, Canterbury to St. John, Return tickets to Canterbury Boston every Thursday, On Thursday by Steamer Canterbury to Boston, Canterbury to Portland, Woodstock to Canterbury, Canterbury to St. John, Return tickets to Canterbury Boston every Monday.

Express Parcels or Freight tenders, and promptly forwarded. N. B.—Good accommodation, tel. Canterbury. OWEN JONES, Superintendant.