

European Intelligence.

ARRIVAL OF THE ARABIA.

New York, Oct. 2.
The steamer Arabia arrived this morning. The papers are mostly occupied with details of the Indian news. Advices from Delhi of July 29th, state that the English army was largely reinforced, and that a general assault was contemplated in a few days. Several desperate sorties by the mutineers had been repulsed. The British loss was over 500 men.

Reports through a French source give reason to fear that Agra had been captured, and the Garrison and all Europeans destroyed.

The mutiny which had broken out in the Bombay Presidency was promptly suppressed.

The European news is unimportant. The Bank of England has declared a dividend of 5½ per cent. on the year.

BRITISH HEROISM IN INDIA.—The Paris Constitutionnel, after depicting the atrocities committed by the insurgent Sepoys, pays the following tribute to the noble qualities displayed by our unhappy countrymen in the face of death:—

"If anything could soften the bitterness inspired by our sad news from India, it is assuredly the spectacle presented by the gallant men who have fallen victims to the rebellion. The dignity of the British character, and the admirable strength of the Anglo-Saxon race, which has performed so great a role in the history of the world, shine forth with splendor. Amongst the officers of revolted regiments there were many young men who, by their youth and inexperience, may have contributed to the events which have swept them away. But they have wiped away all faults by the firmness, free from any ostentation, which they exhibited in late events. We have described more than one deed of heroism worthy of the admiration of posterity. In the midst of torments, and on the brink of the grave, they have displayed that modest courage which characterizes in our days the men enabled by the influence of Christian civilization. The cruelty of the murderers has only been equalled by the courage of the victims. A nation which loses such sons must doubtless bewail their martyrdom, but it has the right to be proud of them."

British Rule in India.

Under British rule, the wild, obscene orgies of the Juggernaut festival, with all its attendant sacrifices of virtue and life in the profane name of religion, have been done away. The horrible self immolation of widows, who in many instances had scarcely even seen their husbands, or arrived at an age to comprehend matrimony, has been exploded. Schools have been established throughout the country at an immense outlay; learned and devoted Christian ministers have been sent among the people; respect for the law and the impartial administration of justice has been taught where native officials have not interfered to prevent it; and all those who have spent a long time in India in intimate daily relations with the people remote from the large cities, concur in stating that where British justice fails to be administered, the fault lies with the native employees of the government, whose services cannot be dispensed with at least not replaced by Europeans, and that the most implicit reliance on the justice and incorruptibility of British officials is felt by every class in the community, however much opposed they may be to British dominion. An intelligent writer in the N. Y. Observer, who has spent seventeen years in India, as a Missionary, bears the strongest testimony to the above facts, and says that were Great Britain to lose her influence in India, the loss should be lamented by every friend of civilization and religion.—N. Y. Journal of Commerce.

The Queen has awarded a pension of £1000 a year to Lieut. Massey, who distinguished himself at the siege of the Redan. He has also been made a knight of the Legion of Honour, and the Duke of Cambridge has nominated him to a Captaincy in the military train.

Stoppage of Mills.

Nearly all the cotton and woolen mills of Philadelphia have stopped already, and the remainder are only working up the limited supply of material on hand. These stoppages have thrown out of employment over four thousand males and females, whose weekly wages amounted to \$25,000, or \$110,000 a month. If the other mills stop, as many more operatives will lose their employment, and the public will have to sustain them.

The Connecticut mills are also running on short time. The Pacific Company's knitting mill at Manchester, is now running short time, and a still further contraction is contemplated. The Merry Company at Mansfield, knitting factory, contemplate a stoppage of work next week, unless the screws of the money market are loosened. One or two paper mills in Tolland County have stopped business.—[Boston Journal.]

REMARKABLE INCIDENT.—The Captain of the Bark Ellen, shortly before falling in with the wrecked passengers of the Central America, and while standing on the deck of his vessel, was violently struck in the face by a bird which was flying past, and shortly afterwards the bird struck him again, when he caught it. He was deeply impressed with the circumstance, and immediately altered his course two points. In a few minutes after having done so, the bark went

into the midst of the exhausted swimmers of the lost steamer.

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

The Standard.

ST. ANDREWS, OCT. 7, 1857.

NEW BRUNSWICK AND CANADA RAILWAY.

Opening Excursion to the Barber Dam.

The morning of the first day of October was happily ushered in with the full brilliancy of a glorious sunshine, and a cloudless sky, and could not fail to impart to all those who most desired it, the assurance of a fine day, which with the exception of a passing shower at noon was fully verified.

At an early hour in the morning, comparatively early with the hour appointed for the starting of the excursion train from St. Andrews, the town was all astir, the streets became, we must admit, with pleasure, unusually thronged with people eager for the enjoyment afforded on such an auspicious occasion—and truly an eventful one to many, if not to all; the great mass of people increased as the time drew nigh for departure of the train; the scene at the Railway Station was such as was never before witnessed in the town of St. Andrews, and this we can say with truth, the grounds in connection with the station, which have been so tastefully dissected in approach roads and walks, and were the theme of passing commendation, were besieged with hundreds of people anxiously awaiting the opening of the Station doors through which admittance was given to the Platform, and thence into the cars; at last the long wished for moment arrived—the doors were opened with a hearty welcome to one and all—tickets were presented, and the platform became peopled. Upon a signal having been given by the Manager to the Company, the train came puffing forth from the Depot yard, that was to carry the happy multitude through a portion of the forests of New Brunswick, and nearly forty miles in the direction of Woodstock, in fact to many an unknown land.

The train consisted of the two new Engines lately imported from the Portland Locomotive works, and bore the appropriate names of the "Earl Fitzwilliam" and the "Manners-Sutton"; they were handsomely decorated with flowers, and this with the tiny hands of some of our "fair ones", whom as a matter of course, we shall not here mention, no more than we should think of publishing a lady's age—the Engines were also decorated with flags flying from, we were going to say, "the mast head" but at all events something very like it; then followed a train of cars, comprising a brake van, passenger car, twenty two large trucks fitted up with seats to accommodate 34 people each, and lastly another brake van, both of these vans having also been fitted up with seats. The cars were filled in a very short time with eager occupants, and all were ready for the start, the New Brunswick St. Leger of the day, when the whistle of the Steamer Queen was heard, as most people thought in our harbor; and contrary to punctual observance the train was delayed, the Company's officers being desirous of extending the time in order to permit those who might have come by the Steamer, to join the excursion; and we may here state for fact that the Hon. Capt. Robinson repaired with all haste to the Steamboat landing for the purpose of conducting the passengers back to the Station, but when he arrived, no boat was in sight, consequently he returned, and upon his return the signal was given, and the train started with its living freight of upwards of 600 people amidst tumultuous cheers for its destination, the temporary terminus at the Barber Dam.

Every precaution had been taken for the promotion of due order, Special Constables having been sworn in to preserve the peace; each one was stationed at his post with badge and baton of office, with a like number stationed in the environs of the opposite terminus, and we are happy to state, that no obtrusions took place throughout the day to mar the harmony of the whole proceedings.—"Along the line the signal ran," for on every mile of the Line was stationed a "signalman" with the usual insignia of "all clear," and after an "excellent run of twenty miles, the train drew up as we learned for the purpose of "feeding the engines," or in other words to get a fresh supply of water; this having been done, away again they went, with refreshed vigor, until the train arrived at the new Fredericton Road Station, when a halt was made for the purpose of taking in the Hon. the Provincial Secretary and the Hon. the Surveyor General, who had arrived from Fredericton to join in the festivities of the day; another start was

made, and then a final stoppage at the Barber Dam station.

At this point the scene was indeed rural and picturesque; a large plot of ground had been levelled in front of the station, to serve the double purpose of a Y turnout for the engines to face again down line, the space between each set of rails being occupied with an evergreen enclosure, and decorated in a most appropriate manner for the occasion, within which was laid tables to accommodate 400 people, under the proprietorship of Mr. E. Pheasant. This formed a most remarkably pleasing feature, hemmed in as it was by the vast woods on either side of the line, though we doubt not that the scene within at dinner time was still more remarkably pleasing. The Officers of the Company had also provided a luncheon for their relatives and friends, the tables being laid for about 70 guests: the Hon. Capt. Robinson presided; here good digestion waited upon appetite, and health on both.

After a full discussion of the various viands and choice fruits so amply provided, the Chairman rose and proposed—
"The Queen, with 3 times 3."
which was responded to by the Honorable, the Provincial Secretary, who assured the company that he was well aware of the intense interest which His Excellency took in the proceedings of the day, and his regret at his not being able to participate in them. The Chairman next proposed, "Mrs. Manners-Sutton, and the fair Daughters of New Brunswick." Dr. Arnold of St. John, returned thanks on behalf of the ladies, in a very happy strain: The Chairman then gave "The Guests who have honored us this day with their presence, particularly the two Members of the Executive Council."

The honorable the Surveyor General, as one of the oldest guests, and one who had been named by the Hon. Chairman, had great pleasure in rising to return thanks. He landed in St. Andrews in 1810, it was then a flourishing town, and a place of very considerable trade. On the day when the news of the declaration of war arrived in 1812, there were 35 square rigged vessels in the harbor. The loss of the West India trade, of which for a time it had a kind of monopoly, and the local advantages of St. Stephen, Digby, and Lunenburg gradually reduced the commerce of St. Andrews to a very low ebb, and in casting about them for a remedy, the principal inhabitants proposed the bold scheme of uniting the Town to the Valley of the St. Lawrence by a Railway. No sooner said than done—a subscription was got up, and an exploratory line run through the wilderness. Sir Archibald Campbell then Governor of the Province, ordered £10,000 from the casual revenue, to pay for a survey which was afterwards made. Unfortunately for the undertaking, the negotiation on the Boundary question put a stop to the proceedings, and ultimately threw a large part of the line as surveyed into the state of Maine. Hindered but not discouraged, the parties with unexampled perseverance urged their scheme upon the Legislature with such effect, that they at length obtained a promise of all the ungranted land for five miles on each side of the line, on completing it to Woodstock, also a guarantee of six per cent interest for a term of years on a certain sum of money expended. The Province at the same time becoming a Stockholder to the amount of £50,000, all of which has been paid. Under those circumstances the progress which they now saw had been made, and forty miles of the line would be forthwith opened for traffic. The resources of the forest were ample, and would of course comprise the only business of the Road until it should reach Woodstock, which it would now unquestionably do, and that very shortly. It would then afford a cheaper, and safer, and quicker inlet, and outlet to the great and increasing trade of the upper valley of the St. John than that at present carried on by the River. The city of St. John from its obvious advantages must continue to increase in trade and population, but whoever would look on the map, must see that St. Andrews with this Railroad, has also very great advantages. From the ocean it is nearer and more accessible even than St. John. Its harbour has the same important peculiarity of remaining open all the year round, and in fact the whole inner bay of Passamaquoddy was one continued harbour, completely land locked, where all the fleets in the world could ride at anchor in perfect safety.

He (hon. Mr. Brown) considered this as one of the most remarkable days of his life. In the heart of this dense forest where a lumberman, he had wandered many a weary foot in days of "auld lang syne," was there a splendid railway train and a vast number of ladies and gentlemen assembled to compose and to enjoy the interesting spectacle. It was however, melancholy to reflect, that the original projectors of this great work which now gave such promise of complete success, had one after another all passed away. How gratifying to them, had they been permitted to live and take a part in this day's proceedings! He (hon. Mr. Brown) remembered, and was sure that the gentleman on his right, (Mr. Street), would also remember, the singular but most appropriate toast of their friend Mr. Walton, who was still alive—"Fire and Water," man's two best friends, and two worst enemies! That they may speedily unite in propelling machinery from this towards Quebec! Here was the old gentleman's desire, this day, at least partially accomplished. He (Mr. Brown) did not wish to be tedious, he would only remark that of all our wants in this Province, we wanted more people to labour and develop its abundant resources. He had been in all parts of the Province, and travelled through all the Northern and Eastern States and was quite certain that taken on an average, our agricultural capabilities in particular, as well as the resources of our forests, were far before theirs. He had ever recommended early marriages as the best means of increasing our population, and himself set the example, and raised a very large family; and now that he had an opportunity he would just say to the unmarried gentlemen and ladies there assembled—"Go ye and do likewise."

The next toast from the chair was, "The Pioneers of the Railway;" all of whom were now no more. Drank in solemn silence.

Dr. Arnold proposed the health of the gentleman in whose charge they had all been committed for the day, and to whom they all had every reason to feel greatly obliged for their pleasant excursion. He proposed the health of Mr. Thompson, the Manager of the Railway, which was drunk with all the honours.

Mr. Thompson rose to return thanks for the compliment that had been paid him—he felt proud and grateful for the appreciation that was felt for any exertions he had used to carry on the works, and which was manifested by the reception the toast had received—but he disclaimed being entitled to so full a share of honor, for, if any success had attended his efforts, he felt that he was greatly indebted for it to the able support he had received from Mr. Buck and the other officers of the Company. Mr. T. alluded to the great benefits which would accrue to the whole Province from the opening up of its wilderness lands and referred to the experience of other countries to prove that the greater the means of intercommunication the more rapid was the advancement in wealth or prosperity. He pointed to the lands in the neighbourhood of great rivers as always being the first settled and brought under subjection to man, in consequence of the transit which the river afforded, and that the railway through the forest in the midst of which they then stood might be considered as an artificial river, but would operate like a real one. Mr. T. spoke at some considerable length on the prospects of the road as a paying investment, and concluded by again cordially thanking them for drinking his health, expressing a prayer that he might carry them all as safe back to St. Andrews as he had brought them up thus far.

Hon. Provincial Secretary next arose, and alluded to the difficulties generally encountered in making railways, and the large capital required for construction, and stated that not all the wealth of the Indies could build our Railroads, without the assistance of Engineers and Contractors, he therefore proposed the health of the Engineers and Contractors of the New Brunswick and Canada Railway.

Mr. Buck, Engineer in Chief, returned his grateful acknowledgments for the compliments that had been paid to the profession, particularly as in this instance it came from the Hon. Provincial Secretary; he, however, disclaimed against taking more than his share of the compliment which had been paid to the state of the works on this line, inasmuch as his connection with the present Company was but of recent date, and much had been accomplished under his predecessors in office; and concluded by expressing a hope that within a twelvemonth from the present time, they would all again have the opportunity of meeting together under similar favorable auspices, and on the occasion of the opening of the 65th mile from St. Andrews.

Mr. Marsh returned thanks on behalf of the Contractors; as one of whom, he felt greatly obliged for the compliment paid in drinking their health.

Mr. Julius Thompson gave "the Press of New Brunswick," stating that the Press was acknowledged a powerful engine for good or for evil, and without its aid no great undertaking had ever succeeded, and he hoped it would extend its impartial influence to the work which was now in hand, and which they had an opportunity of witnessing this day.

The Editor of this paper briefly acknowledged the compliment, and said that as an humble member of the Press of New Brunswick, he had always been a warm advocate for this Railway, and would ever continue to be such.

Mr. J. W. Street proposed the health of the Chairman. Drank with 3 times 3.—The hon. Capt. Robinson responded in a happy and appropriate manner, and was cheered throughout.

At this stage of the proceedings, the signal was given for the return home, and all parties again took their seats in the cars; the train left amid the cheers of the course who had flocked in to witness "the gay, the festive scene"—and after making frequent stoppages to accommodate the country residents, arrived in St. Andrews at 6 o'clock. The run up and back was accomplished each way, under two hours, including stoppages; on some portions of the line averaging a speed of 35 miles an hour. The excursionists previous to separating gave three hearty cheers for the success of the Railway; and so the joyous event of the day terminated to the entire satisfaction of every one.

Among the visitors we noticed, hon. Mr. Tilley, and hon. Mr. Brown, from Fredericton; the Editor of the Courier, Dr. Arnold, and Mr. Hazen from St. John; the Editor of the Carleton Sentinel from Woodstock; Messrs. Knight and Campbell from St. George, and Mr. Gillmor from Calais.

We cannot now close this imperfect sketch without a further notice of the state of the line, and the great quantity of material deposited on its marginal banks, ready for the purposes of traffic. The works included in the repairs of the 25 miles, have already given quite a new appearance to this section of the road; most of the old cuttings which had previously slid in, are all cleared out and sloped off to a much greater width than before, ensuring greater stability where most required. We noticed the efficient drainage of all these cuttings, as also along the side of the banks, and the free and open water courses to carry off spring freshets; the line has also been efficiently ballasted, tho' not complete; and a great portion of the old longitudinal track has been renewed with the cross sleepers; and an excellent track they make, far superior in our opinion to the hemlock superstructure. From the end of the 25 miles to the Barber Dam, the road bed is better, we will venture to state, than any Railway the United States can produce.

Beyond the Barber Dam the track laying is being pushed forward as fast as possible to the Tobique Gully, up to which point the grading is already complete; and we understand that the cars will run so far within this present month. But the road will not stop there even for this season, for it is declared, as we hear, that both the Railway officials and Mr. Marsh the contractor, are determined to have the metals down for at least 4 or 5 miles farther before the snow lies there, before on Christmas day the lumberer may return to his own hearth from his camp 45 miles distant in the woods, to join his family at that genial and festive season. And now we may say, "Success to the New Brunswick & Canada Railway."

Our contemporary of the St. Croix Herald, appears to be much chagrined and angry, because the steamer from Calais arrived too late for the excursion; and vents his spleen most unjustly and untruthfully against Mr. Thompson the Manager. We are quite sure that not one soul who was present will endorse a single sentence in the remarks of our contemporary; and it would be well for the future for the editor of the Herald, who is as yet in his infancy as a public journalist, to be careful how he animadverts on men and things, without making himself acquainted with the particulars of the subject on which he writes. He knew the train was to leave at 9 o'clock precisely, but made no allusion to the hour for starting, and because forsooth six or seven hundred people were not kept waiting an hour, in open cars—for they did wait nearly three quarters of an hour, he pitches in to the Manager. By so doing he has only injured himself, as not only many of the most respectable men of the party of which he is the exponent, but the whole community have publicly acknowledged, that Mr. Thompson deserves the thanks of the people, for his excellent management—the arrangements made—and for his urbanity and kindness to all without distinction.

The sketch of the Railway excursion, imperfect as it is, occupies more space than we anticipated. Articles omitted this week, will be inserted in our next.

It is stated that Columbia, steam surveying vessel, which has for many years been engaged on the coasts of New Brunswick and Nova Scotia, is to be condemned, the ship being totally unfit for sea.

About one o'clock on Wednesday morning a fire broke out in the rear of a large house on Jeffrey's Hill, owned, it is said, by Capt. Pickance, and occupied by Mrs. Pickance, Mrs. Prince, Mr. Curry, and Mr. Sweet. The house was destroyed and is partially insured. The parties saved very little of their furniture.

Almost at the same moment, the steam mill on the Straight Shore, known as Short and Estey's was seen to be on fire. It was completely destroyed together with some adjoining buildings and deals. The loss in this instance is said to have been from £4,000 to £5,000. Insurance, £2,500.—[Freeman.]

Married.

On the 24th ult., by the Rev. Dr. Alley, Wm. Massey, Esq., to Sophia Wallace, second daughter of Alex. Grant, Esq.

Deaths.

On the 30th ult., Matilda Stubbs, relict of the late Peter Stubbs, Esq., aged 67 years. At Boscabe, on the 4th inst., Mr. John Wheaton, aged 76 years, formerly Draper and Grocer of Newton-Poppleford, Devonshire, England; much respected by all who knew him.