

European Intelligence.

From Willmer & Smiths European Times, August 4.

As we anticipated, the accession of the Whigs has produced disruption in Ireland. O'Connell and the O'Brien section of the Repealers are at loggerheads.

The young Repealers are too fast for the more matured views and adroit policy of Mr. O'Connell.

Every one saw, months ago—as far back, at least, as the retirement of Sir R. Peel, that to this complexion the matters would come at last.

As to Mr. Smith O'Brien, a breath of "Dan's" nostril will snuff him out of political existence. He is a poor creature; a thing of froth and bustle, utterly unable to command a world and rule it when "his wildest."

The proceedings in the British Parliament since our last have been barren of interest. The dull monotony of a long session, now drawing rapidly to a close, has been relieved by two nights' discussion on the Sugar Duties.

COMMERCIAL.

The weather since our last has been variable. Several brilliant days there have been, succeeded by thunderstorms and showers.

The money market has fluctuated but little since the sailing of the last packet, still less since the division in the House of Commons on the subject of the sugar duties.

There is not much briskness in the manufacturing districts. The business has been so unprofitable, that some of the manufacturers had serious notions of working short time.

The Cotton market yesterday was brisk, but prices can hardly be said to be higher. Nevertheless a better feeling prevailed, and the sales reached 10,000 bales.

Owing to the tariff having passed the more popular branch of Congress, the value of iron has risen in anticipation of a large export to the United States.

LIVERPOOL TIMBER TRADE.

The arrivals from British North America throughout the month have been moderate, showing a decrease of 15 vessels, 12,254 tons, as compared with corresponding month last year.

American Pine Timber.—Of St. John, one cargo of 19 inches diameter was sold at 18d, another, 19 1/2 inches, at 17 1/2 per foot.

Railway Sleepers.—A parcel of Quebec Tamarac was sold at 9s for double and 4s 4d each for single sleepers.

New Brunswick and Nova Scotia Fir Planks and Boards.—Planks have arrived freely and have been sold, St. John, with cargo, at 2d to 2 1/2 per foot.

Lathwood.—St. John, with cargo, has been sold at 30s, and apart at £3 15s per fathom.

The late Sir Archibald Campbell Bart. We have to record the decease of the above Baronet, who expired at Garscube, Dumbarshire, on Thursday, at the advanced age of 77 years.

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Railway line, will depend in a great measure on the facilities which may be found for passing the Tobique Mountains; these are supposed to present the most serious obstacle on the line.—Carrie.

COMMUNICATION.

TO THE FREEHOLDERS OF THE COUNTY OF CHARLOTTE.

GENTLEMEN.—The Election which was confidently expected to have taken place in the present month appears to have been indefinitely postponed; sooner or later however it must come, and the intervening time may be well employed in the selection of fit and proper men to represent you in the New House—an object which has hitherto in a great measure, been lost sight of amidst conflicting interests and the rage of party.

The concerns of this County are well known to be the most various and intricate of any in the Province. In agriculture it is making rapid progress—its lumbering and ship building concerns are very heavy, deeply engaged in trade and navigation—with a valuable and productive fishery on its coast.

If I am so far right then, I make bold to recommend Capt. J. J. Robinson, to your favourable consideration as a gentleman who comes up fully to the foregoing description, and whose claims are, at least, equal to those of any other candidate whose name has yet been mentioned.

I do not profess myself in favor of local or sectional views, carried as they have been, so much to excess, but would put it to those by whom they are so strenuously advocated, whether some attention should not be paid to the claims of so large a portion of our constituents as inhabiting the islands—their numbers entitle them to a fourth part of the representation, while their geographical position would seem almost to demand it.

I have now said as much as is becoming in a reasonable individual like myself, laying claim to little or no influence. My only object is to bring the claims of Capt. Robinson as connected with the maritime portion of the county, prominently before the public. And this I would do without detracting, in the slightest degree, from the merits of those other gentlemen who are expected to come forward at the approaching Election.

I have the honor, &c. A VOTER.

Magaguadavic, July 31, 1846.

Subscribers indebted to the Standard Office for two years and upwards, will be called upon during the ensuing week, when we trust they will be prepared to pay their respective accounts.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, AUG. 26, 1846

Charlotte County Bank. Hon. HARRIS HATCH, President. Director next week.—Hon. T. WYER. T. B. WILSON, Esq., Solicitor.

St. Andrews Steam Mills and Manufacturing Company. R. M. ANDREWS, Esq., President. Director this week.—F. A. BABCOCK. J. WETMORE, Agent.

Saint Stephens Bank. G. D. KING Esq., President. Director next week.—S. HITCHING. Discount Day—SATURDAY.

St. Andrews Steam Mills and Manufacturing Company. R. M. ANDREWS, Esq., President. Director this week.—F. A. BABCOCK. J. WETMORE, Agent.

LATEST DATES

Liverpool, —Aug 4 Montreal, —Aug 16 London, —Aug 3 Quebec, —Aug 17 Edinburgh, —Aug 1 Halifax, —Aug 19 Paris, —Aug 1 New York, —Aug 22 Toronto, —Aug 8 Boston, —Aug 24

Arrival of the



Steamship Caledonia.

The Steamship Caledonia, arrived at Halifax on the 16th inst., in 12 days from Liverpool, bringing London papers to the 3d, and Liverpool to the 4th inst.

The new ministry had the large majority of 130 in their favor on the first reading of the Sugar Duties Bill in the House of Commons.

London and its neighborhood for several miles, were visited on the 1st of this month, by a storm of thunder, hail and wind, of unexampled severity.

The steamship Britannia arrived at Liverpool on the 31st ult. in eleven days from Halifax.

Prince Albert laid the foundation stone of the "Liverpool Sailors Home," on the 1st instant.

WOOD RAILWAYS.

The great expense necessary in the construction of railways, has lately been much diminished by the fortunate discovery that wood will answer all the purposes hitherto subserved by iron.

A wood railway is constructed by laying a number of transverse or cross sleepers, on a plane or road, nearly if not quite, level. The sleepers ought to be about ten feet in length, from one to two feet in diameter, and a yard apart.

The first enquiry is,—Will wood sustain the weight of a railway train, and endure the wear and tear of carriages frequently passing over it?

It will. The experiment has been tried in England, and it was found that a locomotive weighing 16 tons made no impression whatever on a wood rail.

The second enquiry is,—Will carriages run as steadily, and with as great freedom from danger and accident on a wood railway, as on one made of iron?

The answer to this question involves an explanation of the guide-wheel carriage, which is peculiarly adapted to wood railways; but of which without a diagram we cannot give an intelligible description.

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The third enquiry refers to the durability of the materials.

Where there is much traffic on a railway, it has been found necessary to renew iron rails, once in eight or ten years. Under the most favourable circumstances ordinary iron rails will not last more than twenty years.

The fourth enquiry refers to the cost of the materials for a railway superstructure.

The smallest iron rail that it would be advisable to use, will cost £1200 per mile. Wood rails extending the same distance can be purchased for £100; and in constructing a railway like the proposed line from this Port to Quebec, where wood can be obtained and manufactured on the spot, the cost will be very little, if any, over £50 per mile.

The great difference of price then, it will be perceived, constitutes the principal, tho' not the only superiority, of wood over iron in constructing railways. Supposing that iron will last twice as long as wood, still the cost of two wood rails will certainly be less than one sixth of the cost of an iron rail; and probably not more than one tenth.

If the foregoing remarks are well founded, it requires little farther to shew the immense superiority of wood over iron in building railways, in all countries where wood is cheap and iron dear.

DEPARTURE OF HIS EXCELLENCY.—Sir William Colebrooke, his Lady, and family, have returned home. Her Ladyship, who on her arrival was quite an invalid, has been so far restored to health as to be able to depart by land route, which she did on the 23d inst.

The Steamer Nequasset, will proceed to Grand Manan To-morrow, (Thursday), leaving here at 6 1/2 in the morning, and return in the evening. She will stop at Dark Harbor for some time.

FIRE AT TURNER'S RIDGE.—On Monday morning last, about 3 o'clock, the barn owned by Mr. Ephraim Turner, at Turner's Ridge, was destroyed by fire with its contents—viz. thirty tons of hay, a pair of horses, farming utensils, &c. The origin of the fire is unknown.