

## European Intelligence.

From Willmer & Smith's 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. Conciliation Hall has been the scene of angry recrimination and personal malevolence. The "row" extended over two or three days, and terminated in the withdrawal of Mr. Smith O'Brien and the intellect of the Nation—the newspaper, we must be understood to mean, of that name.

The young Irishmen are too fast for the more matured views and adroit policy of Mr. O'Connell. They desire to cut the cable which binds them to the British connexion by force—by the sword. The "Liberator," on the contrary, is for taking matters more coolly—getting what he can for his country, and clamouring, in the supremacy of his "moral power," for the remainder. The distinction is, that O'Connell is more politic—the young Irishmen are more patriotic.

Every one saw, months ago—as far back, at least, as the retirement of Sir R. Peel, that to this complex the matters would come at last. They have come to it, and however O'Connell may regret the schism, he is not unprepared for it. Doubtless, the young Irishmen are the most popular foe that ever "Dan" has encountered. They are numerically strong in the provinces—they are potent in the metropolis. Their paper, "The Nation," is the most bombastical, and taking it in the aggregate, the most influential paper in Ireland. The conflict, therefore, will be between the "Liberator" and Mr. Gavin Duffy's broad sheet, "Dan," with the support of the priests, will trample it to atoms. It has already been twisted—angrily perhaps—with infidelity to the Roman Catholic religion; and, whether the charge is true or false, it will facilitate the work of demolition. In ruining newspaper property O'Connell has already proved himself an adept. One of the cleverest Irishmen that ever put pen to paper in the cause of the people—Mr. Conway, proprietor of the "Dublin Evening Post," was made to feel, in pocket the strength of O'Connell's power when he first opposed his Repeal policy. The same game will be repeated—no doubt with success—in the battle with "The Nation."

As to Mr. Smith O'Brien, a breath of "Dan's" spirit 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 wretched exhibition which he made in the "cellar" of the House of Commons, a month or two back, provoked laughter and contempt from one extremity of the empire to the other. It was typical of the man—typical of his vanity and want of judgment. Like the figures which artists use to display costume, he has been of importance to the repeal cause by way of ornament; for Mr. O'Brien is well connected, and the recipient of a handsome fortune; but, as a rival of O'Connell's, as well might you array the veriest pigmy in the giant's trappings, and ask him to brush the weapon that he could not lift. The cause of infelicity is seen in the waywardness of his conduct.

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. The Government scheme has triumphed by a majority of 265 to 136, nearly two to one. This result virtually abrogates the monopoly, and places sugar in the same category as corn—by an easy decision on the high road to Free-trade. Sir Robert Peel gave the Ministers' measure a generous support, and the greatness of the majority may be traced to that circumstance. Of course, all fears of an immediate dissolution are at end. The session will be wound up with eclat by the Whigs; and in the present temper of parties they may go to the polls before Parliament meets again with a fair chance of success, and a long continuance of office.

### COMMERCIAL.

The weather since our last has been variable. Several brilliant days have been succeeded by thunderstorms and showers, and by the latter the crops in several parts of the country have been beaten down and injured.

The new wheat crop in the west districts has been cut, but it is described as being less heavy than previous calculations led us to anticipate. The quality of the wheat is good, but no general result can as yet be satisfactorily arrived at. In the mean time, large quantities of wheat and flour continue to arrive from the United States and Canada, which keep down prices and render the trade inactive.

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. Mexican five per cents have fallen to 25½, in consequence of the present critical state of affairs in that country. A meeting of the Mexican Mining Association was held in London on Wednesday, the report of which did not show a high state of prosperity. The Mexican executive had acknowledged its liabilities to the company to the extent of \$29,000 dollars, coupled with the declaration, however, that it was impossible at present to discharge it.

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, when the intelligence arrived that the House of Representatives had passed the tariff. This gave a fillip to the desponding; but it yet remains to be seen whether the same success will attend the measure in the Senate. Trade here will revive if the tariff pass.

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. The general features of the trade, also, are more healthy and promising than for the last few months, during the turnout of the operatives. Since their return to work considerable reductions have been made in old stocks, which, joined to the moderate arrivals, especially from Quebec, and a prosperous state of trade in the country, with the promise of an abundant harvest, give hopes of a permanent improvement in the market.

**American Pine Timber.**—Of St. John, one cargo of 19 inches diameter was sold at 18d; another, 19½ inches, at 17½ per foot, (being exclusive of beam fillings, which were sold separately); and from the yard by itself, early in the month, a cargo of 20 inches, of but middling quality, at 17½ per foot. The last sale from the yard was of 350 logs of middling size and quality at 17½ per foot. Of Quebec, one cargo was sold at 14½, one at 15½, one, by auction, at 15½, and another in like manner, at 14½ to 15½ per foot. With cargo, a parcel of Miramichi was sold at 14½, and a cargo at 15½ 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 2½ per foot, and apart several cargoes at 2½; Halifax at 2½ to 2¾, and Miramichi yellow at 2½ and Spruce at 2½ 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, Dumbartonshire, on Thursday, at the advanced age of 77 years. The deceased was son of the first Baronet, the Lord President of the Council of Session, better known as Lord Succoth. He was born in 1769, and married in 1795, Miss Balfour, eldest daughter of Mr. James Balfour, of Balfrinie, Fifehire. In 1809 he was appointed a Lord of Session, when he assumed the title of Lord Succoth, and subsequently was made Lord of Justiciary. In 1823 he succeeded to the baronetcy on the death of his father, and in the following year resigned his appointments on a pension. The late Baronet succeeded in the baronetcy and family estates in Dumbartonshire by his eldest son, now Sir John Campbell, born in 1795, and married in 1824 to Miss Sitwell, daughter of Mr. F. Sitwell.—*Edinburgh paper.*

**Dunbar Herring Fishing, July 29.**—Since our last report this fishing has been improving but it is not yet what could be wished for in its second week. The number of boats is on the increase, and the quantity of foreign fishing vessels hovering about is greater than for some years back. By a new, and we would say an injurious, regulation, these vessels are not allowed to enter the harbour, which must prove a great loss to the fishermen. They have dispatched a very spirited petition to the Government on the subject.

**Halifax, Aug. 19. Melancholy accident.**—The steamship *Hibernia*, on her voyage from Boston to this port, during a dense fog on the night of the 16th inst. came in contact with a fishing vessel—the schr. "Maine" of Cobasset. Every exertion was immediately made to get out the boats of the steamship, but the schooner had filled, and they could only succeed in saving FIVE out of ELEVEN of the crew of the ill-fated vessel. The names of those lost are:—Joseph Litchfield, master, M. Litchfield, and son, Martin Wheelwright, Henry Richardson, Ezekiel Lincoln. Those saved are, Luther Litchfield, Isaiah Lincoln, Francis Lincoln, Joseph Browell, and Alfred Wood, who have arrived here, and will be sent to Boston by the first opportunity. A liberal subscription was made on board the *Hibernia* by the passengers, officers and crew, for the survivors—and the families of the men who were drowned.—*Herald.*

**Dratful Mortality and Sickness on board the Venetian.**—H. M. Steamer *Venetian* arrived from Vera Cruz on Friday night, having on board a mortal fever, which occasioned the death of one midshipman and 9 of the crew on the passage, and 39 are at present ill with it. She went round to Melville Island on Saturday morning, to remain in quarantine until the fever disappears, and those suffering are restored to health.—*Recorder.*

**Railway Survey.**—Capt. Pilon, R. E. Railway and Boundary Commissioner, arrived here from Halifax via Windsor yesterday, and left this morning in the Steamer *New Brunswick* for Fredericton. We learn that Capt. Pilon has examined the harbour of Canseau, and several other harbours to the eastward of Halifax, with Capt. Owen, in H. M. Surveying Steamer *Columbia*.

Lieut. Henderson, R. E., another Commissioner, has been engaged in examining the eastern part of this Province to Miramichi, where he is now supposed to be; from whence he joins Capt. Pilon, at Fredericton. Arrangements are to be made at Fredericton, for despatching various parties to examine the line of country between Boies Town, and the St. Lawrence, as the general course of the

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

### COMMUNICATION.

For the Standard.

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. It were unreasonable to suppose that to legislate properly for all these different interests required men practically acquainted with them. In my opinion, all that can be expected or desired, is, that they should have clear ideas of the nature of things in general—a proper discrimination between right and wrong and a desire to deal fairly and impartially without any petty ends of their own to answer—possibly you may, and no doubt have been deceived in your choice, but still the safest way is, to choose for your representatives, gentlemen of standing and property in the County—well educated, and above all of honesty and integrity: qualities which will prove the surest guarantee for the proper discharge of their duties.

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. His stake in the country is large and he calculates on a permanent residence in it. The rank in the service which he now holds could never have been attained without a suitable and no common education, and his frank and gentlemanly bearing, in which there is no appearance of guile, together with the whole tenor of his conduct, as hitherto known, would seem to indicate the latter quality mentioned as the most essential of all, namely honesty. An objection may, and no doubt will, be made against his profession, as being incompatible with the duties of a Legislator—this however plausible, is by no means borne out by facts and experience. It is generally admitted that the first House of Assembly was the ablest and most talented that ever sat in this Province—the largest proportion of which consisted of retired officers—the habit acquired by Military and Naval gentlemen of attending strictly to their duty is found to be a most useful one, when called into requisition in civil matters. This was observed to be the case with Capt. Robinson when, in attendance at the Sessions of the Peace—unlike too many of the Justices who go there merely to get their own parish business done and be off, the instant that was despatched, his conduct was marked by a close attention to every subject that came up, which others would do well to copy after, as also a degree of penetration in judging of its merits, which argues well for his ability to act in a high sphere.

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 that inhabiting the islands—their numbers entitle them to a fourth part of the representation, while their geographical position would seem almost to demand it. Cited off as they are from the main body of the county from which our Members have hitherto almost invariably been chosen, there is not that familiar intercourse which would enable those gentlemen to become acquainted with their peculiar interests, and for want of a proper knowledge of which our legislature has been often at fault.—A marked instance of this occurred about twelve years ago, when the house was about framing a bill to regulate the herring fishery; conflicting statements were laid before them from interested parties on the Island of Grand Manan, which it was found impossible to reconcile; the bill was in consequence postponed, and a commission instituted at an expense (I believe) of near two hundred pounds to clear the matter up, but after every enquiry, left it as much in the dark as ever. It is plain that one resident Member could have done more to set this matter right than twenty such commissions: at the same time it is equally plain that the interests of the main body of the county could never suffer while retaining three Members possessed of facilities for obtaining any amount of local information upon which legislation could possibly be brought to bear.

I have now said as much as is becoming in a humble 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.

Maguadavic, July 31, 1846.

## 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.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

Bills and Notes for Discount must be lodged with the Cashier, on or before MONDAY, otherwise they must lie over until next week.

Slings and Mark House.

Commissioners.—R. M. ANDREWS, R. WALTON, C. W. DIMOCK, M. S. HANNAH, JOHN BAILEY.

St. Andrews

Steam Mills and Manufacturing Company.

R. M. ANDREWS, Esq., President.

Director next week.—F. A. BABCOCK.

J. Wetmore, Agent.

Saint Stephens Bank.

G. D. KING Esq., President.

Director next week.—S. HITCHINGS.

Discount Day—SATURDAY.

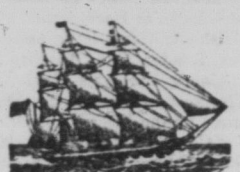
Hours of business, from 10 to 1.

Bills and Notes for Discount must be lodged with the Cashier, on or before FRIDAY, otherwise they must remain in his hands until the following discount day.

### 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. On our first and second pages of this day's impression, we have given a summary of the news.

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 damage done to houses &c. is great, and what is still worse several lives were lost.—The total loss is estimated at £100,000.

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. This discovery is the more important in a country like this, where wood is so abundant as to be easily obtained, and at a trifling cost. After the exclusive use of iron for a number of years in constructing rails, the introduction of another material for that purpose, will naturally be viewed with some distrust and disapprobation. The comparative merits of wood and iron in forming the superstructure of railways, it is our intention in this article to examine; not hesitating to adopt any just views or arguments which may have been offered by those who have previously written on the subject.

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. On the upper side of the sleepers must be cut about six feet apart, two rows of open mortises. In these mortises, are laid the wood rails, or pieces of timber carefully sawn, six or eight inches square, and of any convenient length. The rails are held firmly in the mortises by wedges or keys driven in, so that the whole superstructure becomes a kind of oblong frame lying upon the ground. On this wood frame or railway, carriages run in much the same way as on an iron structure, but the wheels have no flange or side rim, to keep them on the rail. This purpose is effected by diagonal or guide wheels, which run upon the inside corners of the rails. Having premised this much, we shall now endeavour to give a comparative statement of the merits of the two different kinds of railway.

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. This locomotive with a train of carriages attached, passed over an experimental wood railway, a number of times equal to that of 12 trains per day for seven years, and so little wear took place, that the marks of the saw upon the rails, after the experiment, were as plain as the day they were sawn.

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. Let it be sufficient to remark, that numerous experiments with this sort of carriage have been tried, and all have resulted in proving the ease and safety with which it uniformly goes. Risk of running the train off the line is much greater on the iron rail: indeed under ordinary circumstances, it is almost impossible to throw the carriages off a wood railway.

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. Wood rails that have been saturated with the muriate of zinc, will last it is said fifteen or twenty years. Experiments to prove this opinion have frequently been made, but the wood has never yet been exposed for a sufficient length of time to place the matter beyond the possibility of doubt. It is certain however that saturation with zinc, or other metals, renders wood much harder, more durable and less liable to rot.—We have therefore every confidence in stating, that wood which has undergone this process, will at least last ten years, or one half the time which an iron rail may be expected to last.

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 ten tenths.—Again, supposing the wood rail must be relaid every ten years, it might require for materials £100 per mile, or it might require less. Now the interest at six per cent per annum of £1200, the cost of an iron rail per mile, would amount in the same time to £720,—more than seven times the sum necessary for purchasing a new wood rail. Indeed £720 the yearly interest of £1200 would be sufficient or nearly so, to relaid a wood rail every year, and hence it is very plain that a wood railway can be constructed, and kept in repair, for a far less sum than the interest of the money necessary for the bare construction of an iron railway, not to mention the cost of continual repairs, and renewal of the latter, at least once in twenty years.

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. So far as we have now examined the matter the wood has decidedly the advantage. As regards durability, the iron is perhaps superior, but this advantage is much more than counterbalanced by the trifling expense incurred in procuring wood. This subject we will resume next week.

### 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.—This happy improvement in her health is no doubt owing in a great degree to the salubrity of St. Andrews. On Monday Sir William, with his son, Master George, (who has not yet wholly recovered from the injury received by his fall), left here for Fredericton in the steamer *Saxe Gothia*, via St. John. On his departure from the wharf, he was saluted both by loud and hearty cheering from the townspeople and by the guns from the fort. During their stay, our worthy Governor and his excellent Lady, have deeply ingratiated themselves in the favor of all with whom they have associated. Sir William's courteous and agreeable deportment has here gained him much esteem and popularity, while her Ladyship's benevolent heart cannot but insure her the respect of all classes. Sir William has, during his residence in St. Andrews, had an opportunity of becoming more fully acquainted with Charlotte County, her importance and resources, and it is reasonable to suppose, that, now she is known, her claims will be more favourably listened to both in Council and House.

The Steamer *Nequasset*, will proceed to Grand Manan To-morrow, (Thursday), leaving here at 6½ 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.