

European Intelligence.

The steamship Europa, with Liverpool dates to 28th ult., has arrived at New York. The Niagara, from Boston and Halifax, was off Liverpool when the Europa came out.

The Cotton Market was the same as last quoted. Corn and flour were also unchanged.

The potato disease was apparently stopped, and the tidings of harvest operations from all quarters were good.

The political and general news from England is without interest. There is nothing from France worth reporting.

The town of Wara, in Sweden, has been utterly destroyed by fire.

ENGLAND.—Lord Cowley's sudden return from Paris has renewed the rumor that he is to be succeeded as Ambassador to France by Lord Malmesbury, and that Lord Stratford de Redcliffe, late Ambassador to Turkey, will succeed the appointment as Foreign Secretary. These changes will take place in the course of September.

The Observer states that unless something important and unforeseen takes place, Parliament will not be called together for dispatch of business until 11th November, when it will be assembled for a session of four or five weeks previous to adjournment for the Christmas holidays.

On the 24th, a meeting of the Jamaica Association was held for the purpose of hearing a statement of the distressed condition of the British West India Islands, by Messrs. Edward Thomson, Wm. Smith, and Wm. G. Ford, delegates from Jamaica.

The Liverpool Chamber of Commerce held its quarterly meeting on the 23d. With the exception of a recommendation to have letters from the United States sorted on board the Mail steamers and a reference to the proceedings of the Mexican government, respecting the important duties at Matamoros and Tampico; their report touched on nothing of interest.

The letter of Mr. Webster to Capt. Jewett is published in the London papers and excites a good deal of interest. The Times is particularly severe on Mr. Webster's course.

IRELAND.—The Dublin Morning Post states that the Government Commissioners have selected Limerick as the trans-Atlantic packet station.

The Six Mile Cross affair continues to excite much angry feeling in the locality where it occurred. M. C. Delmege, Justice of the Peace, and eight soldiers of the 31st regiment, are stationed within the jail, where the prisoners are confined, to protect it against any attack from the people.

Robert J. Walker was expected at Galway on the 21st, and the Galway Vicar reports that his visit has some connection with the establishment of a steamboat line between New York and Galway.

SPAIN.—A Cadiz journal announces that the line of steamships plying between Spain and Cuba, would be speedily reinforced by two other large steamers, and the departure from Cadiz will then take place twice a month.

The "Vestal" of 26 guns, Capt. C. B. Hamilton, has been sent to Portsmouth to be paid in advance, she will then sail for the North American station. The "Tiger," 16 guns, Capt. Gifford, is at Spithead under orders for foreign service, and is taking in stores and provisions for six months foreign supply. Her destination is not at present known, but is conjectured to be the North American coast. At Sheerness, the paddle wheel steam vessel Cyclops 6, and screw steam frigates "Amphion" and "Horatio," of the advanced steam squadron of reserve, have taken on board their full quantity of coals; so as to be in readiness to proceed to sea (if required) at the shortest possible notice. It is conjectured that the screw steamers Arrogant 46, Dauntless 33, Highflyer 21; Encounter 14, now on their way to Spithead, will also sent to join Admiral Seymour's squadron.

THE PERILS OF THE SEA.—The steamship Pacific, Capt. Nye, left Liverpool on the 28th of July last, bound for New York, with about one hundred passengers, besides engineers, sailors, and servants, about 120 more. On the outward passage to Liverpool, Capt. Nye discovered a difference in his compasses—the one in the binnacle differing from the one on deck. On leaving Liverpool, an allowance was made for this difference, which proved correct; as the ship passed the Tuskar Light and Cape Clear at about the distance intended. The first 26 hours run was very favorable, being 327 miles—the second—equally so, being 300 miles. On Friday, the 3d day out, being then entirely clear of Ireland and on the broad Atlantic, a thick fog set in, which lasted until Monday, when we were enabled to get a good observation, and found the ship nine miles north of the great circle or latitude intended. The ship's course was then altered so as to place her on that circle line, and which would carry her about five or ten miles south of Cape Race.

On Wednesday morning, at 6 o'clock, it was supposed we were about abreast of the Cape, and the officers and crew were told to keep a good lookout for land. At half past 8 the same morning, the sea being very smooth, the fog thick, a sudden call was made of "a boat along side!" The engines were ordered to be stopped, but before this could be done, the boat, in which were two men, was swept under our paddle wheels, and the two men instantly killed, fragments of the boat only being seen floating on the surface. By this time the engine was stopped, and the ship's headway checked; when about the length of the ship ahead, a rock rose up as it were, out of the ocean, the top of which could not be seen.

The helm was ordered to the starboard, the

ship rounded to, almost as it were on a pivot, our paddle boxes coming within about twenty feet of an immense rock, supposed to be from three to five hundred feet high, and about 25 long. Another boat, in which were five men, was soon seen on the projecting rock, which soon came down to us and told Capt. Nye our position—which was Cape Croyle, on the eastern end of Newfoundland, and twenty miles north of Cape Race. Our ship's head was then put to the southward, and after running on that course about thirty miles, it was changed to the westward. The imminent danger that we thus so providentially escaped, caused many a heart to beat with gratitude to the great Disposer of events; so many lives, with that noble ship, having been saved by the sacrifice offered by the two men so suddenly called to eternity. It was the opinion of the passengers that they heard through the fog, the noise of our paddle wheels, and put off from the land to warn us of our danger.—[Boston Transcript]

THE RAILWAY.
Now that the Engineers for the European and North American Railway are engaged on the route, it may not be out of place to make a few remarks on the prospect of success, and notice the leading events since the return of the Railway delegates from their unsuccessful mission. The excitement on their return, and the filling up of the newspapers with articles on the topic tired out the people, and little has been said on the subject for a considerable time.

On the arrival of the delegates in Halifax their failure was announced, and their proceedings were placed in the best possible light. It was announced through the Halifax papers, (in all probability by Mr. Chandler), that in lieu of the money for the Halifax and Quebec Railway at three and a half per cent, arrangements had been made for a new scheme for building the European and North American line, and the plans were detailed at length, care being taken that the people should be deceived, and that it should not be known that the land must be thrown into the bargain, against which the people of the Province had expressed their disapprobation. The people had long been tired with Railway failures, and taking it for granted that there was some reliance to be placed on their delegate, but little opposition was presented to the scheme, and on the meeting of the Executive a vote of thanks was passed to Mr. Chandler, (no doubt for fooling the people) and the public were informed that the terms of the Contractors were accepted, receiving the additional information that four or five miles of the unoccupied land on each side of the line was to be given to the Company. Agreement was made that the engineers should be sent for, and that their estimate should be submitted before a final arrangement, and that if the Province considered the estimate too high, the expense of the engineers should be paid. They are now surveying the route, and the people have been led to believe that the Railway is about to be built, we have no guarantee that the Legislature will support the Government in doing what they have done.

The Executive Government has not the power to appropriate the money of the Province to any purpose, and their act in doing so is of no consequence unless ratified by the Legislature, and no matter whether the people are in favor of the scheme or not, the Government should have acted in good faith, given all the information to the people, and not by a subterfuge blind them in order to make themselves firm in their position. It rests with the Legislature whether the government will be permitted to act in such a manner. Until the Legislature meets the carrying out of the scheme is doubtful, and it may be that the people will again be disappointed in their expectations of hearing the whistle of the engine and the ringing of the railway bell. While those in authority will not act in good faith with the people, whom they are supposed to represent, nothing can rest on a firm foundation, and the public can place no confidence in words.—[St. John Morning Times.]

E. & N. A. RAILWAY COMPANY.—The Annual meeting of the Stockholders of this Company took place on the 7th inst., and on the close of the ballot for the election of officers, it was found that the following gentlemen were unanimously elected:—
Directors—G. D. Archibald, George Botsford, R. Jardine, John Robertson, Edward Allison, D. J. MacLaughlin, and W. J. Ritchie.
Auditors—John W. Cudlip, and George P. Sanction.
SCRUTINEERS—W. Jack, and Wm. Parks.
Subsequently, Robert Jardine, Esq. was elected President.

At this meeting, it was resolved that the Company protest against the 4th and 5th sections of the Act incorporating the Company, and that the Legislature be petitioned for their repeal.—[Ibid.]

THE SEASON.—The Fredericton Reporter, alluding to the season and abundant crops, says:—
"The present reminds us of one of those old fashioned seasons twenty or thirty years ago, when neither frost blight nor war, interfered with the crops all the way to their maturity. Potatoes are large, abundant, and as good as they can be. Oats, Buckwheat, and Corn, excellent in the first degree. Wheat, in some instances slightly injured by the weevil, but nevertheless far beyond any general standard; Turnips good beyond any comparison for many years. The blessings of a beautiful Providence have thus, we believe, been sent down broadcast over the whole

Province in the present season."

THE STANDARD.
WEDNESDAY, SEP. 15, 1852.

POPULATION OF NEW BRUNSWICK.—We have received from the Queen's Printer, a pamphlet, containing a return of the "Population and other Statistics of the Province of New Brunswick, for the year 1851."

From this well printed and carefully arranged work, we learn, that the population of the Province "has advanced nearly two per cent faster than the combined population of the four northern States of the American Union; and much more rapidly than each of them separately considered, for the ratio of Massachusetts alone has exceeded that of this Province." This gratifying statement proves that the Province is not retrograding. The following information respecting the agriculture of the Province, we gather from this work:—During the year 1851, there were raised in this Province no less than 225,093 tons of hay; 206,635 bushels of wheat; 74,309 bushels of barley; 1,411,161 bushels of oats; 689,004 bushels of buckwheat; 62,225 bushels of Indian corn; 42,683 bushels of peas and beans; 539,503 bushels of turnips; 2,792,304 bushels of potatoes, and 47,880 bushels of other roots.

EUROPEAN AND NORTH AMERICAN RAILWAY COMPANY.—The "Courier" of Saturday last, contains an account of the Annual Meeting of the Stockholders of this Company on the 7th inst., together with the Report of the Directors for the past year. From the Report we learn, that the whole outlay of the Company including their share of the memorable Portland Convention, surveys, right of way, &c., amounted only to £2501.

A small sum truly, when the amount of work is taken into account. Mr. Jackson M. P. is expected at St. John this week, and is to be met by a committee of the Executive Council, who have been appointed to confer with him. We trust that the high contracting parties may come to terms, and that the people of St. John may ere long be able to say that their Railroad is a "fixed fact."

WE have received from the Publisher of the Head Quarters, a neatly printed pamphlet, of 100 pages, entitled "Journal of the New Brunswick Society for the Encouragement of Agriculture, Home Manufactures and Commerce throughout the Province." The original essay of Mr. White, on fruit trees &c., is an able paper. The "Journal" should be in the hands of every farmer.

REDUCTION OF TELEGRAPH RATES.—We understand that D. B. Stevens, Esq., the Superintendent of the Telegraph lines in New Brunswick, has succeeded in effecting an arrangement with the Nova-Scotia Telegraph Company, by which a large reduction (one-third) on the present rates through Nova-Scotia, New-Brunswick, and Maine, was agreed upon, to take place at once. This will have the effect, no doubt, of increasing the number of messages.

Owing to the heavy rains during last week, and probably a predisposed state to disease, we learn that several persons in this neighborhood have lost their entire crop of potatoes. In the upper Parishes, however, there was but little damage done to this crop.

WE copy the following from the Quebec Morning Chronicle of the 3d instant. Our respected contemporary of the Chronicle has taken a lively interest in the success of our Railroad; he should visit St. Andrews. QUEBEC AND ST. ANDREWS RAILROAD.—When we yesterday wrote our leading article, we were not aware that Mr. Forsyth and Mr. Angers were authorized by the President and Directors of the Quebec and St. Andrews Railroad to ask for aid from the Provincial Government for that portion of the line from Quebec to the Province of New Brunswick which will give to Canada the choice of St. Andrews, St. John, or Halifax, as places of export in winter, whenever the North American and European Railroad is completed. The petition of the above gentlemen will be simply for continuing the Act of Incorporation already passed, and which has been allowed to lapse from want of action; and, in justice to these gentlemen, we may state these services are gratuitous, and that they act on public grounds, and with the concurrence and by the desire of the Board at St. Andrews.

The people of Halifax held a Public meeting to protest against any surrender of the right of the Province to their Fisheries, and to memorial the Queen that all negotiations on the subject should be dropped, and their undoubted rights asserted and maintained. The meeting was large, respectable, and unanimous. The Mayor presided.

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RAILWAY COMMENCEMENT IN CANADA.
The English-Contractors, viz:—Messrs. Jackson, Peto, Brassey, Betts & Co. advertise in the Canadian papers for persons to work upon the Quebec and Richmond Railroad. The same advertisement, no doubt, will be put in force upon our European and North American Railroad, by the same eminent Contractors—so that our arizans, and all others, will take due notice and govern themselves accordingly. It seems that the contractors in Canada are not going to wait for the action of the Legislature, but go to work at once. We shall be able to begin this Fall too, perhaps. Here are the advertisements:—

Messrs. Jackson, Peto, Brassey & Betts, contractors for the works on the line of railway from Quebec to Richmond, are prepared to receive proposals for Chopping, Grubbing, Excavating, Masonry, and various descriptions of work connected with Railway Construction. Payment will be made in cash every fortnight.

"W. JACKSON.
St. John, Sept. 11.—We understand that Mr. Jackson, Esq. M. P. is expected to leave Quebec to-day, and to arrive in this City, via the Valley of the River St. John, on Friday next, the 17th inst. A meeting of Council was held yesterday, and we understand that the Hon. Messrs. Parlow, Chandler, Hazen, and Gray, were appointed a committee to meet and confer with Mr. Jackson.—[Courier.]

Next week will be quite an eventful one in the history of the Province. If Mr. Jackson and the Government manage to agree upon terms, which we fervently trust they will, a speedy commencement to our Railways, and the dawn of a new era in the prospects of the Province, may be considered as secured; for if the present Legislature should happen not to sanction Mr. Chandler's agreement, the people would very soon find Members who would. We understand that Mr. Morion, Mr. John A. Poor, and Mr. Archibald may be expected here to meet Mr. Jackson. The Delegates to the Portland Convention have good reason to remember Mr. Poor's many kindnesses—our many obligations to Mr. Archibald are well known—and we have no doubt that our citizens will take the opportunity of the visit of these gentlemen to make some public manifestation of their appreciation of worth and talent.—[Id.]

An early meeting of the Legislature is talked of as certain. Some think it will be called before the first of December. The reason of course is, that the Railway scheme should be finally disposed of, and the arrangement with the contractors completed.—Freeman.

The Right Rev. Dr. Conolly will arrive by the steamer Pilot to-day.—Id.
Mr. Wilkins was elected for Windsor by a majority of eight.—Tel. to News Room.

HORRIBLE MURDER.—On yesterday (Friday) morning, about 8 o'clock, the body of a man was found at Fisher's wharf, Lower Cove, between two rafts of logs, and it was at once seen that a foul and deliberate murder had been perpetrated. A wide gash made with an axe or other keen strong instrument, extended from the back of the neck under the right jaw to the throat, severing arteries, muscles, and tendons, completely. The face is horribly mutilated, evidently for the purpose of preventing the identification of the deceased. One gash extends down the face across the eye, another almost cut away the nose, and the chin, lips, cheeks and forehead, are all hacked in a shocking manner; there is also the mark of a blow on the temple. There is no mark on the rest of the body, nor are the hands even scratched.—When found, he had on only a check shirt and brownish striped trousers. The trousers were loose, and strange to say there was no blood on them. The feet were tied together by a rope. It is probable the man was murdered somewhere in the neighbourhood, stripped of his clothes, and mutilated to prevent identification, and conveyed to the place where he was found. The Coroner's Jury sat all day, but no clue was obtained that seems to promise a discovery of the murderer, nor could it be ascertained who the man was. He was middle aged and had lost some of his teeth, and from these facts and the color of his hair, his want of whiskers, &c., some witnesses were of opinion that he was a man named Paddy Sullivan, a drover, who was known to have money always in his possession, and who has not been seen since Wednesday.

A relation of Sullivan's, a shoemaker, applied his size, stick to the foot of the deceased, and says the measure is precisely the same as that of Sullivan.

The deceased has a wart on his forehead, and a mole on the neck which none of the parties seemed to recognise.—Freeman.
Brigt. Stephen Binney, from Montego Bay, for Quebec, laden with sugar, coffee and provisions, was wrecked on the 31st ult., on Broken Back Reef, near Beaver Harbour. Cargo to be shipped to Halifax in four vessels, which were to leave on the 6th inst.

MARRIAGES.

On the 1st inst., by the Rev. Dr. Alley, Mr. Wm. P. Foy, to Miss Maria Elizabeth Isabella Wilson, of this place.

On the 9th inst. by the Rev Mr. Ross, Mr. John Woodworth, of Hopewell, County Albert, to Miss Lucinda Dawson, of St. Patrick.

DEATHS.
On the 8th inst. after a lingering illness, Mr. John Bolton, aet. 69 years, a native of Northumberland, England, leaving a wife and family to mourn their loss.

On the 13th inst. John B. infant son of Mr. Elias Walker aged 2 years and 4 months.

A Full blooded entire Horse FOR SALE.
THE THOROUGH-BRED HORSE JOHN O'GAUNT,

IMPORTED by the Carleton Agricultural Society in 1847, will be exhibited at the Show and Fair of the New-Brunswick Society, in Fredericton on Wednesday the 6th of October next, and at the close thereof sold at AUCTION.—This Horse combines the speediest and stoutest blood as will be seen from his Pedigree, and took the first premium (£200) awarded by the Legislature of the Province in 1847. He is 11 years old, perfectly sound, stands 19 hands high, and weighs 1080 pounds. His stock ranging in age from Colic of the present season to those rising four, are large and decidedly superior.

JOHN O'GAUNT was got by Rockingham out of Purty; Rockingham by Humphrey Chalkers out of Medora by Swordsman; grand dam by "Trumpet" out of Medora, Miss Holt by Buzzard; Rockingham won the stakes at York, the Great St. Ledger, and the Cup and Doncaster, the Goodwood Cup in 1815; the Brighton Cup three years in succession; and six King's Plates—beating all the best Horses of the day. Purty never started but twice, winning both her races. Joan O'Gaunt, walked over for the Two-years-old stakes at Lichfield, and was beat by a head by Henri Quatre, the fastest Horse of his day; fifteen started. By Order, H. E. DIBBLE, Secretary.

Woodstock, Sept. 11, 1852.

ST. STEPHENS BANK, St. Stephens, September 1, 1852. A DIVIDEND of Five per cent. will become payable on the 30th instant. D. UPTON, Cashier.

Meeting of Courts.
The Courts of General Sessions of the Peace and Common Pleas, for the County of Charlotte will sit at the Court House in St. Andrews on Tuesday the 21st day of September, at 12 o'clock.

The Courts of Oyer and Terminer and General Jail Delivery and Nisi Prius for the said County will be held at the Court House in St. Andrews, on Tuesday 2d day of November next, at 12 o'clock.

At which time and place all Magistrates, Coroners, and Constables of said County and all persons required to be at these Courts are hereby Publicly Notified to give their attendance.

By Order of Her Majesty's Justices, THOS. JONES, Sheriff of Charlotte.

St. Andrews, Sep. 7, 1852.

BOYS WANTED.
WANTED TWO BOYS from 12 to 16 years of age, at the STANDARD Office, to learn the Printing business. August 25. Apply immediately.

Leaschold Property by AUCTION.

ON Tuesday the 21st day of September next, at 4 o'clock in the afternoon, the subscriber will sell by Public Auction, on the premises, those two commodious and substantially built DWELLING HOUSES, and Out Houses, situated in Queen Street (Church Block), together with this piece of ground in rear of each sufficient for a garden. A new lease has been lately obtained from the Church Corporation for five years from the 1st May last, at £449s. for both, renewable at the expiration for 21 years, at such rent as may be considered equitable by arbitrators, or Church Corporation take the property at a valuation to be ascertained by two disinterested persons; mutually chosen.

Terms made known at time of sale, W. McLEAN, Auctioneer.

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FOR SALE.
PART of LOT number 16 on the Commons of the Town of St. Andrews, containing seven Acres, with a House and Barn thereon, and formerly owned by Capt. Wm. Harper. If not sold before Monday the 15th November, it will then be offered at Public Auction.

For further particulars apply to ROBERT KER, St. Andrews, 14th August, 1852.

SKIFF BOAT.
PICKED UP, between Gannet Rock, and Murr Ground, a SKIFF boat. The owner can obtain her by proving property and paying expenses, on application to H. HELM.

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VINEGAR.
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