

European Intelligence.

SPAIN.

There is nothing new from Spain. Negotiations were still going on for the settlement of the trouble with Mexico.

The treaty settling the frontier between France and Spain is to be laid before the Cortes at their first meeting.

TURKEY.—The commission for regulating the Russo-Turkish frontier in Asia will assemble at Kars on the 13th May.

CHINA.—A telegraph from Trieste brings dates from Hong Kong to March 15th. Calcutta to the 21st; Bombay to April 2nd. The Europeans on board the British steamer Queen, under the Portuguese flag, had been murdered by Chinese, passengers and crew. The steamer, with a valuable cargo, was carried off.

The Government contractor's store-houses at Hong Kong had been burnt down by incendiaries, and 700 barrels of flour destroyed.

The Chinese in Sarawak, Borneo, had risen on the 16th Feb. and massacred several Europeans. Sir James Brooke saved his life by swimming across a creek. One of the Borneo Company's steamers subsequently arrived at Sarawak, and with the aid of Sir James, at the head of a body of Malays and Dyaks avenged the destruction of the settlement by killing 2000 Chinese.

The latest dates from Bushire are to the 12th March. They bring no intelligence of fresh operations in the Persian Gulf.

Exchange at Bombay 24. Money plentiful. The Bank had lowered its rate of interest.

In the import market there is little change. The Calcutta import market is rather dull; money improved. The total export of tea from China to Britain to the 30th June, estimated at twenty millions pounds. Persian accounts of the recent battle of Bushire are published, stating that the English advanced until meeting with the main body of the Persians, they set fire to their (British) camp equipment, and retreated towards Bushire, whence being reinforced, the battle began and lasted four hours, both parties retiring in consequence of the torrents of rain which fell the whole time, rendering the ground unfit for the cavalry. The Persians left some guns in the mud, but afterwards recovered them. The Persians estimate the British loss at 1000 and their own at 400.

Latest by Telegraph to Liverpool.—From the "Times." The news by the overland Mail shows how fully justified the Government and people of England have been in promptly supporting their officers in China. Certainly our troops, our frigates, and our gunboats have not been despatched an hour too soon; we are evidently engaged in a tremendous conflict, which it will require the utmost vigor, courage and decision to bring to a close. The diplomatic labors of Lord Elgin must be delayed: until the sterner task of the military and naval chiefs has been effectually completed, there is an end for a time of missions and negotiations.

The Monitor publishes a convention concluded between France and the Grand Duchy of Baden in Feb. last, relative to the strengthening of the banks of the Rhine.

RUSSIAN RAILWAYS.—The only notice of this scheme is contained in the following paragraph from the "Daily News" city article.

The shares in the Russian Railways remain nominally quoted half to three quarters premium, but there is scarcely a transaction going forward in them.

Cape of Good Hope news to Feb. 13th. Robbery and violence increase in British Kaffraria.

MARKETS.—Broadstuffs buoyant with advance in prices.

NOVA SCOTIA.

The Nova Scotia Legislature was prorogued on the 1st inst., by His Excellency the Lieutenant Governor with the following Speech:—

Mr. President, and Honorable Gentlemen of the Legislative Council:—

Mr. Speaker, and Gentlemen of the House of Assembly:—

The change of Administration which occurred soon after the meeting of the Legislature, resulting from the principles of responsibility inherent in the existing constitution of the colony, necessarily occasioned an interruption of your deliberations, and unavoidably protracted the duration of this session.

In releasing you from further attendance upon legislative duties, which you have discharged with zeal and assiduity, I beg to assure you, that in the ensuing recess, my best efforts shall be directed to the accomplishment of those important objects which you have entrusted to Executive management and control.

It affords me great satisfaction to contemplate the probability of a final adjustment of the difficulties which exist between the Provincial Legislature and the General Mining Association.

The liberality with which you have increased the appropriation for the encouragement of common school education, affords gratifying evidence of your attention to that important element of public improvement.

You may rest assured, that in the interval between this and the next meeting of the Legislature, I shall superintend with care, conduct with economy, and prosecute with energy, the great public works in progress, in the success of which the pro-

perity and happiness of the Province are deeply involved.

Mr. Speaker, and Gentlemen of the House of Assembly:—

The funds which you have provided for the public service shall be faithfully applied to the objects to which you have directed their appropriation.

Mr. President, and Honorable Gentlemen of the Legislative Council:—

Mr. Speaker, and Gentlemen of the House of Assembly:—

I take leave of you with the conviction, that you will return to your homes to cultivate those social virtues which, by uniting all classes, can alone render a people prosperous and happy; and to cherish those sentiments of loyalty to our beloved Sovereign for which this fine Province has ever been distinguished.

New Brunswick & Canada Railway and Land Company.

Hon. Capt. J. J. ROBINSON, R.N., Commissioner. JULIUS THOMPSON, Esq., Manager. W. M. BUCK, Esq., Engineer. GEO. D. STREET, Esq., Solicitor.

Charlotte County Bank.

GEO. D. STREET, Esq., President. C. W. WARDLAW, Esq., Cashier. Wellington Hatch, Esq., Solicitor. Bills and Notes for discount must be lodged with the Cashier, on or before Monday, otherwise they will lie over until next week.

Poor House Commissioners.

T. T. O'Neil, R. Stevenson, C. R. O. Hatheway.

The Standard.

ST. ANDREWS, MAY 13, 1857.

The STANDARD OFFICE is removed to Mr. H. O'Neil's building fronting on Water Street; rooms adjoining the Telegraph Office.

CHARLOTTE ELECTION.

The Election for Charlotte County was closed on Monday last, and resulted adverse to the Conservative Candidates. Their defeat has been attributed to a variety of causes, which it is useless now to enumerate; suffice it to say, that the majority of votes were thrown in favor of those Gentlemen opposed to the present Administration, and as admirers of Responsible Government, we submit to the will of the people—remembering, however, that it is subject to frequent mutation. Let us hope that our Representatives elect will carry out the wishes of the constituency in a straight-forward, honest manner, and develop and foster the resources of the Province. On Monday last the Sheriff, before declaring the successful Candidates, stated that his thanks were due to his Deputies, Poll Clerks, and officers, for the manner in which they had performed their duty during the Election, and expressed himself highly gratified at the orderly manner in which it had been generally conducted. He then announced:

ARTHUR H. GILLMOR, JOHN MCADAM, JAMES BROWN, and JAMES WALTON CHANDLER, as the persons chosen to serve in the General Assembly.

Mr. GILLMOR said he felt very grateful to the Electors for the confidence they had again reposed in him, by electing him at the head of the Poll. He did not feel inclined to exult at his position; for elevation had only the effect of humbling him. Although elected by what was termed the Liberal interest, he should be at the service of any one whether he had voted for him or not, and would endeavor to give even-handed justice to all, but of course would not forget his friends. He should make the St. Andrews & Quebec Rail Road the object of his particular attention, and do all that he possibly could to have that line completed. It had been asserted that the Liberals were opposed to this line, and that had been made the subject of a canvass against them throughout the County. He denied the assertion, and claimed to be as friendly to it as any one. He wished it to succeed, as it would give employment to the laboring class in this section of the County. He had no personal interest to serve in going to the House of Assembly, and concluded by again thanking the Electors for their support.

Mr. MCADAM felt quite overpowered by the complete success which he had obtained in the Election; was proud of it, and promised to serve the interests of his constituents to the best of his ability. He alluded to the canvass made against the party, on account of the Rail Road. He claimed the Fisher Government did all they could for the Road; alluded to the letter of Mr. Julius Thompson. The Liberals had been accused of being factious; had the red and blue shirts, which were at the lakes, been at the Polls, he would have had a larger vote. He had asked no one to vote for him. He had done, and would do, all he could to support this Rail Road, and had as much interest in it as any one. He concluded by again saying he would serve the constituency to the best of his ability.

Mr. BROWN had the honor of having been elected for the ninth time in succession, only on account of that influence which he had derived from the people. He was poor when he left the plow, and was poor yet. He had waited for the reply on the Nomination Day, but could not get it, and would now reply, that Mr. Street was under a mistake when he stated that if the present Government went out the interests of the Rail Road would suffer, and said, it was very unfair to make that a subject of canvass against him. He claimed to be al-

ways friendly to the line, and had had the care of some Bills which he had got passed. Went into details of the visit of Chandler, Hazen, and Partelow, who had reported that £26,000 was due the Company. Stated that, when the Liberals came into power, they investigated the accounts and found £2,000 more due than reported by Chandler, Hazen, and Partelow. It was no fault of the Fisher Government that the Rail Road had not been carried on, and they had done all they could to carry the transfer Bills through the House. They had determined a few days before the dissolution of '56, to send down Stives, the Commissioner of the Board of Works, to expend £750 to put the Road in repair so as to bring down the wood, &c. on the line. He claimed that the Liberals had given the Road £2,000 which the Conservatives had not, and would have expended £750 which the present Government did not. He had as much interest in his sons (fine strapping boys, to use his own phrase,) having hauled lumber to the line for the late John Wilson. Believed the Rail Road stood better now than ever. He had always considered this the best line to Canada, and with the European and North American line to connect us with the United States and Nova Scotia, he thought the Country would be tolerably supplied with Rail Roads. He had said, and do now say, that £300 was a good salary for any man who had not to run on election every year. He had nothing to do with this bribery and corruption; no election had ever cost him more than £30 until he was appointed Surveyor-General. His election at that time cost him £300. The Lepreux Bill £40, was presented to him, and his friends paid it. He had just enough to pay his bills when the House was dissolved in '56. £600 a year was too large a salary; and talked of having the salaries reduced. He had taken \$4 a day because the pay had been raised to that, and he did not object to taking it.

He should immediately set to work in a moderate way, to put things in a good state and have the roads repaired as soon possible. He was always an advocate of liberal principles, equal rights, and progressive self-government, and should oppose the present Government. He had to apologize to nothing he had said or done during the canvass and expressed himself grateful for being again favoured with the public confidence.

MR. CHANDLER commenced by saying that if the successful candidates who had just addressed them had expressed strong feelings of gratitude to the Electors for the continuance of their confidence in them, what must be his feelings for that support which had placed him with such a handsome vote even fourth on the poll?

Reference had been made to the St. Andrews & Quebec Rail Road. He had always been friendly to this road. Had subscribed and paid the calls on his Stock. Had been induced to remain here until this time in hope that the Rail Road would be constructed; although it would have been more to his interest to have gone to St. John, or some other large place long ago, and should the road at any time require any assistance he should be very ready to use all his influence to further its prospects.

He knew that the Tory party had kept the officers of the company waiting at Fredericton, so much so that he was annoyed at it himself. He had always been friendly to the Liberals, and was very thankful to them for their support. He felt that he was now more strongly than ever attached to that party. He should support the liberal party and their principles, responsible government in its purest integrity, and such measures as would advance the welfare of the country. He cordially thanked the people for the handsome support they had given him and should do all he could to serve their interests.

MR. STREET felt proud of the position he occupied although not elected as one of the representatives. He had placed himself at the disposal of the constituency and they had not renewed their confidence in him. He alluded to the remarks made by the other candidates with regard to the Rail Road. He had stated on the nomination day that it was for the interest of the road that the present government should remain in power. He had not alluded to the conduct of any particular member from this county, but complained of the opposition throwing suspicion on the validity of the debentures which would materially affect the sale of the stock of the company in the English market.

The liberal government were pledged to carry on a Rail Road scheme which would very materially injure the interest of this road. It was a fact that the acts for authorizing the transfer were not passed at the session of '55 in consequence of opposition by the Fisher Government, and it was only after the greatest difficulty and owing to the influence of Mr. Boyd that they were passed at the session of '56. He alluded to the letter of Mr. Julius Thompson, and stated that situated as he was, and believing that it was for the interests of the Rail Road that the present government should remain in power, it was perfectly natural and justifiable for him to act as he had done.

He thanked those of the electors who had voted for him and complimented them by saying that they had voted for him unasked and unbought.

He apologized for Mr. Thompson's absence, who was unwell, and tendered thanks to those of the electors who had supported him. He concluded his, on the whole, neat and effective speech, by stating he should now retire to his professional, which would be much more agreeable and profitable to him than his political life.

MR. BOYD said, the lumber Lords had oppressed him, because he dared to bring in a Bill for a lien upon logs. The wooden Lords had no idea of giving the poor men their rights. If McAdam had expressed himself favorably to that Bill, he would have stood where he did. Mr. Brown introduced and took charge of the Facility Bills for the St. Andrews & Quebec Rail Road, and after they had been some time under discussion, from some influence or other which was brought to bear, he formed an excuse to go home. I offered to detain the stage for him till the Bills passed; he however forsook the care of the Bills, and I was compelled, though very reluctantly, to take charge of them and carry them through. He then asked who of the Members for Charlotte would have supported the Fisher Railway scheme if he had not. McAdam said, he would. Boyd replied, "it was the first time he had heard of it. Then you would have supported the Fisher scheme, which excluded the St. A. & Q. Railroad, and left Charlotte, the mother of Railroads, without any." This was their liberality!

Mr. Boyd insisted upon the Government passing our three Rail Road Bills, and giving a promise to expend £750 to put the road in running order before he would vote for the Fisher scheme; Fisher then wanted him to support an amendment to a section of his scheme, which would have the effect of depriving the Company of £2,000 of stumpage, which he refused.

Mr. Boyd concluded his address by saying, he cordially thanked his supporters for their independent votes, and was confident the County would feel his loss more than he would feel the loss of his seat, and if, at any future time they required his services, they must call on him.

MR. WETMORE, owing to a pressure of business at Maguadavic, was not present; we are requested to state by him, all who voted on his behalf, have his sincere thanks.

CHOICE PUBLICATIONS.—Messrs. A. Williams & Co., Washington St., Boston, have made extensive and complete arrangements for supplying public, private, and circulating Libraries, with select publications. They are also agents for the extensive publishing house of Harper Brothers, and are supplied with the earliest editions of all their publications, which they can sell at trade prices. See Advertisement.

ARRIVAL OF TROOPS.—The Transport Screw Steamer Lebanon arrived at this port on the morning of Monday last with detachments for the Artillery force in this Province and in Canada. On Tuesday morning two companies, being the detachment intended for this Garrison, were landed and marched into their new quarters. On the afternoon of the same day, two other companies previously stationed in Halifax, were embarked on board the same steamer to return to England via Canada. They were vociferously cheered by the citizens and themselves cheered in reply, as they marched along the streets. The Lebanon, sailed, on Wednesday, for Canada, to leave that portion of her living freight destined for that Province, and will return thence direct to England. [Halifax Recorder.]

SAD ACCIDENT.—On Monday evening, at three young men—two of them brothers named Thomas and Dennis McDonald, the third named Francis Martin—were returning in their boat from the fishing bank and bound to Ketch Harbour, they, owing it is supposed, to the darkness of the night, ran on to a reef between that harbor and Duncan's Cove. The boat was broken to pieces and the three men lost. Their bodies were afterwards found, but not until yesterday morning. Martin has left a wife and three children; the McDonalds were both single men. [Ib.]

LOSS OF A SHIPMASTER AND FIVE MEN.—A letter from Capt. Pendleton of ship Borodino, dated Chinchin Islands, March 9, states that Capt. Gushing of ship Columbia, of New York, and five of his men were drowned on the 5th of March, at some islets in the immediate vicinity. They went down for the purpose of killing seals. Captain Gushing belonged near Bath, Me. Several boats had gone from the Chinchin Islands to endeavor to discover the bodies of those drowned, but had returned unsuccessful. There is no doubt that time hangs heavily upon the ship's companies who are detained at the Chinchin Islands for months, waiting their turns to load. The cheerless islands afford nothing to amuse them, and it is not surprising that some should be enticed to pursue somewhat dangerous sports, rather than to rust in inactivity. [Boston Daily Advertiser.]

NEW YORK, May 4.—The Burdell murder trial commenced to-day before the Court of Oyer and Terminer. A large concourse was present. Mrs. Cunningham was present with her two daughters, all dressed in deep mourning, but looking very cheerful. Eckel was also present. The whole day has been spent chiefly in getting a jury. One hundred and fifty jurors were fined for non-appearance. Mrs. C.'s counsel waived the reading of the indictment, her counsel pleading not guilty, and demanding a trial of the indictment.

MURDER.—A railway Navy was on the evening of Tuesday last, murdered in the Shanty of Mrs. Gallagher, about six miles out of Windsor. He had been drinking in

this shanty, and returned to it to seek for £10 in cash which he had lost, or stolen from him, while there. The consequence was that a row took place between him and another man who boarded at Mrs. Gallagher's and the unfortunate navy was killed. Mrs. Gallagher and the man implicated in this affair, have been apprehended and lodged in Windsor goal. [Halifax Recorder.]

A NEW TRICK.—Scotchard, the fellow who is under examination in New York, charged with having made overtures to certain parties to forge a pardon to effect the release of Charles B. Huntington, the forger, is an experienced, skillful rogue. He says that he is an adept in telegraphing, and that while he lived in New Orleans, he took down one of the telegraph poles and put one prepared by himself which was hollow and had an insulated wire running through it, which was brought in secret contact with the main wire and continued to his house. There he could read any of the messages sent to or from New Orleans, and make use of them as he pleased. To effect Huntington's release he would forge the name of the Governor to a pardon, and before it was presented take possession of the telegraph above and below Sing Sing, and by his peculiar machinery intercept the inquiries of the Warden to the Governor at Albany, or the District Attorney at New York as to the authenticity of the pardon, and send, in either case, the following reply:—

"The pardon has been granted, but you give him in charge of the officer, who has a bench warrant for his detention."

This warrant was to be presented at the prison, by a confederate, at the proper moment, and Huntington was to fly with him to New York, where a swift-sailing schooner was to await them, and instantly put to sea, and make for Havana or the Isle of Pines.

A week or two since we noticed in our paper, that Mr. Frank Willis, architect of the Cathedral at Fredericton, had been selected to fill the same office on the new parish Church at Montreal. We regret to learn by late Montreal papers that Mr. Willis died in that city on the 23d ult.—In his profession, on this continent, Mr. W. had no equal, and by his death, science and architecture have sustained an irreparable loss.

PROVINCIAL APPOINTMENTS.—The Hon. George Hayward, W. J. Bodell, James Boyd, John Jordan, and Henry W. Purdy, Esqrs., to be Appraisers under the Act 19 Victoria, cap. 17.

Sylvester Z. Earle, Junior, M. D., and Sherman Freeze, Esqrs., to be Coroners for King's County.

By His Excellency's Command, R. D. WILMOT, Secretary's Office, May 5, 1857.

Commander Shortland, of the Columbia, (6) steam surveying vessel, returned from England in the last R. M. steamship, whither he had proceeded on leave some time since, and has again resumed the command of his ship. Columbia will continue to be employed in the survey of the coasts in this quarter. [Halifax Chron.]

Failure of Three Dry Goods Jobbing Houses.—Large Defalcations.—We regret to learn that three houses engaged in the Dry Goods Jobbing trade in this city were unable to meet their business engagements yesterday, and were obliged to suspend payment. They were Messrs. Whitney, Fenno & Co.; Messrs. Chapman, Lord & Hale; and Messrs. Shaw, Sampson & Bramhall. The amount of liabilities of several firms we do not hear. Hitherto, our merchants have nobly withstood the general depression in business and the pressure in the money market. We hope they will still be able to ride out the storm.

The failure of Messrs. Whitney, Fenno & Co. is attributable to large defalcations on the part of their chief clerk. The amount appropriated is extremely uncertain and must remain so until the books of the concern are thoroughly examined. It is, however, variously estimated from \$50,000 to \$100,000. Some of the particulars of this defalcation, as we learn them from various authentic sources, are as follows:

About two months ago, suspicions were aroused in the minds of the firm that their head clerk, Jonathan N. Hassard, had been appropriating the funds of the concern. The origin of this suspicion was in the fact that frequent remittances of money from customers of the firm were never received, denoting an unmistakable interception on the part of some one acquainted with the business of the concern. To the end of forgetting out the rogue, a trap was set at the Post-Office, into which Hassard was incontinently lured, made fast, and obliged to confess his guilt.

We understand that he has confessed to having appropriated a large amount, and under a promise of release, disgorged a part of his ill-gotten gains, a considerable portion of which is said to be invested in very doubtful securities, and regarded to be of small value.

Hassard is about thirty years of age, and has been in the employment of the firm five years. The discovery of his dishonesty was a matter of extreme surprise to his employers. Under the arrangement above referred to he left this section of the country about three weeks ago. [Boston Journal.]

It is stated that the cause of the rejection of the Dallas-Clarendon treaty is this:—The treaty between England and the Honduras relative to the island of Ruatan, has not yet been ratified by Honduras. Until