

European Intelligence.

SEVEN DAYS FROM ENGLAND.

The steamship Canada arrived at Halifax on Thursday morning, with 133 passengers for Boston, and Liverpool dates to the 1st inst.

The news from Turkey adds little to our previous advices from the East. A violent storm was experienced along the English and Dutch coasts on the 25th and 26th September, which caused the destruction of many vessels and the loss of a large number of human beings. Rotterdam and other Dutch cities were inundated, and an American steamer, the *Camerton*, from Hull for Hamburg, was cast away, and some lives were lost. The American packet ship *Neva* put back to Liverpool, and went ashore in the Morrey; several passengers were drowned while attempting to reach the pier. The *Carolina*, from Prince Edward Island, Wm. Ward, and *Hilda*, from Quebec, and *Stephen Glover*, from St. John, were more or less injured.

The ship *Rhine*, from Hamburg for New York, had put into Portsmouth with cholera on board.

The American ship *Sunbeam*, from Glasgow for New York, foundered at sea; crew saved.

The Bank of England has raised its rate of discount to 5 per cent.

The Court was in Scotland. Much anxiety was felt respecting the issue of the Turkish question. Meetings were called in some of the large cities to sympathize with the Turks.

Sir James Graham, at a dinner to the Lords of the Admiralty who were with the fleet at Cork, stated that although armaments were going on in the Naval department, his preparations were made in a spirit of peace.

Lord Palmerston has been presented with the freedom of Glasgow. In replying, he made no allusion to the present political crisis.

The Eastern question shows new features of alarm, but as yet no account of hostilities. It has been already mentioned that the Germans had presented a threatening address to the Sultan, calling on him to declare war against the Russians, or to resign. Enquiry proved that the Germans in this matter were acting on the instigation of the political party at the head of which Mr. Bismarck stands.

They resisted, however, that war was demanded by the Koran, and the existence of the empire. The Sultan refused to sign the warlike declaration against Russia, and there was some possibility of a riot. The French and British Ambassadors therefore sent for assistance to protect the Sultan and the Christian residences. The French steam frigates *Gambetta* and *Mozambique*, and the British steam frigates *Niger* and *Pique*, immediately passed the Dardanelles, and came to anchor before Constantinople, where they remain, all under the command of Rear Admiral Baring.

The Daily News of the 29th Sept. states that Admiral Dumbell has orders from the British Admiralty to move with the whole English fleet from Besika Bay to Constantinople.

The Sultan was said to be displeased with the Foreign Ministers for bringing the fleet to Constantinople. He thought it unnecessary and derogatory.

The objection by the Chief of the Turkish armed forces was known at Constantinople on the 19th, but the expected crisis did not occur, and the Ministry at the last dates remained without change.

A letter via France of the 19th, states that better understanding has prevailed between the peace and war parties in the Divan.

The Austrian Divan, under the influence of Count Schusslanig, Sept. 16th, stated that the Powers had not in that day induced the Porte to accept the original Vienna note, but the Sultan had decided not to issue an appeal to the nation at present.

The Russians were still fortifying their positions in the Principalities.

FRANCE.—The Emperor and Empress have returned to Paris. They were well received everywhere. All sorts of alarming rumours were circulated on the Paris Bourse relative to the Eastern question. The Russian Minister was said to have demanded his passports, but the report was untrue.

SPAIN.—Navarez is permitted to return to this country.

DENMARK.—The Cholera has entirely disappeared from Copenhagen.

AUSTRIA.—The Emperor Nicholas and the Prince of Prussia arrived on the 24th at Olmutz to meet the Emperor of Austria. Since then there had been great military displays and long private conferences.

The Cologne Gazette says that Austria is endeavoring to quarrel with Turkey, under pretext of indemnity due to Adrianople.

The Trieste Gazette says that Russia demands the Province of Livonia in payment of expenses in occupying the Principalities.

BOMBAY.—Famine continued at Rangoon, with Cholera among the natives, and fever among the British troops.

CHINA.—The insurgents continued their march on Peking. The Imperial troops were in great want of money.

AUSTRALIA.—Business was completely stopped—sales of all kinds were forced at auction and prices had fallen 50 per cent. Flour was being re-shipped to England, and there was a stock of 50,000 bushels on hand. 300 vessels with goods on board were at anchor.

The report of the escape of John Brown from Van Diemen's Land is continuing. He went to the office to receive his parole, and while the officer was reading it, he was shot.

and mounted a horse and escaped. John Martin had reported himself at his authorized place of residence.

MARKETS.—LIVERPOOL CASH MARKET.—Breadstuffs in extensive demand for consumption, with prices still on the advance. Flour was in good request, former quotations being fully maintained with partial advance of 1s. say Western Canal 34s. a 34s. 6d. Baltimore and Philadelphia 35s. a 35s. 6d. Ohio 35s. choice 36s. Wheat had advanced 8s. per bushel.

TIMBER MARKET.—St. John Timber.—McEwen & Co's report of Cargoes—St. John Yellow Pine at 10d. over average inch—Birch 23d. per foot. St. John Spruce Planks realized £11 to 12 10s. Pine Plank £13 10s. to £15.

We found the following paragraph in the London Morning Herald of the 16th September.

The Jack overboard in Canada.—Mr. Jackson must have created a terrible sensation in Canada, if we take the following paragraph from the Montreal papers.—The factory stood beyond all calculation—with the Jacksonian. The arrival of the great man, with Mr. Stephenson, has turned all eyes. No one talks of anything else but Jackson—dreams of anything else. Poor John Bagnor has heard of him and in the simplicity of his heart, he regards him as a man of multitude—a creature with a great many complex existences; and if he sees any one with a stick more than a yard long, and a piece of tape hanging from pocket, exclaims, "What a Jackson!" A friend of mine, who was visiting some of the French parishes below Quebec, the other day, was almost mobbed in consequence of asking the price of two or three farms, out of mere curiosity; the rumour immediately spread that it was Jackson—Jackson who had come to buy all the parish—Jackson who had come to build bridges and railroads—and finally, the unfortunate victim of a rumour had to make an unceremonious exit. The railroad rules everything and will rule everything.

The car of Juggernaut is nothing to what the car of the main trunk will be; and we had fair to be crushed beneath an unduly almost as tremendous as that of King Nebuchadnezzar.

A new issue of copper (penny pieces), has been made by the Upper Canada Bank. It was much wanted to increase the small trade circulation, and even the higher class of our keepers have experienced inconvenience from the deficiency. Many of them, however, were not well pleased with the terms of the issue, the Bank taking two coppers from every dollar for the a commutation—more than 4 per cent. Their right to levy this tax has been the subject of some dispute, but without any reason. The purchase is made for the convenience of the public, and the Bank must have the right; as in the case of any other commercial transaction, to be the judge of what is a fair remuneration to its shareholders. [Toronto Leader.]

A riot took place near Guelph on the 24th ult., arising from one of the parties attending a funeral to the Roman Catholic burying ground, having run his cart into a tree, and to a post, with the determination the Guelph Advertiser states, of creating a disturbance. A general fight ensued. Some of the parties were arrested and fined by the magistrates. [Globe.]

THE GROSS RECEIPTS of the Metropolitan Hotel in New York, during its first year, ending on the 1st inst., were half a million of dollars, and about twenty per cent. 100,000, were profit, independent of wear and tear. In the list of articles used during the year are, brandy and other liquors, 63,322 gallons; champagne, 21,160 bottles; sherry, Madeira, &c., 22,912 bottles; claret; and white wines, 18,942 bottles.

GOLD IN MAINE.—A party of six, most of whom are from this city, have bought twenty to thirty acres of land at Madrid, on Sandy river, Me., where they are sinking a shaft and washing the earth for gold. The gold obtained thus far pays moderate wages, and nothing more. It is found in fine black sand in pieces ranging all the way from the small perceptible particle to the size of kernels of corn. [Springfield Republican.]

On Sunday morning about 3 o'clock, a young man was engaged, on loading a deal on a small boat lying at Peel's wharf, Lower Cove, Rioridan, the man lately tried for the murder of his wife, fell from the wharf and was drowned. The man had been at work at unloading the boat, which was supposed to be in danger, on Saturday afternoon and returned in the morning to work during the time of tide. They had not been more than 15 minutes at work when Rioridan who had gone up the wharf with a deal on his shoulder, was missed. It is supposed that he walked off the wharf. [Freeman.]

VALUE OF PROPERTY IN ST. JOHN.—The Stores now in course of erection by Mr. John Gills, corner of King and Prince William streets, Market Square, have been leased; the two fronting on P. W. street at £500 and £550 a year, and the one on King street at £475. The building covers a lot 50 by 84 feet.

An Inquest was held on Friday last, before W. O. Smith and Gregory Van Horne, Esquires, on view of the body of a man found drowned in Pexting's Ship. It appeared by the evidence before the jury that his name was John Henry, a fireman on board the steamer *Essex* City. [Herald.]

At the Windstock Assizes, on the 5th inst., Broadstreet Parks was convicted of the

crime of Arson, and sentenced to four years imprisonment in the Provincial Penitentiary. Sylvester Rose was likewise found guilty of embezzling the money of his employer, and sentenced to two years imprisonment in the Penitentiary. King, for Larceny, one year's imprisonment.

THE STANDARD.

WEDNESDAY, OCT. 19, 1853.

WAR.—A telegraphic despatch says that War has been declared by Turkey against Russia.

MAIL DELIVERY.—We have abstained for some time from noticing the mail delivery in this Town, in the hope that it would be remedied, but we have waited in vain. The mails from the United States and St. John, generally arrive at 9 o'clock A. M.; before the delivery can be made, the mail from St. John has to be assorted and despatched to the United States; then the American mail for the Provinces has also to be made up and despatched to St. John, after which the letters and papers for this Town have to be assorted, the whole labor occupying from two to three hours, during which the inhabitants are obliged to wait for their letters, in many instances causing a serious delay and injury. In our remarks upon this subject, we must not be understood as attaching any blame whatever to our obliging Postmaster, who we have frequently seen indefatigably employed making up these mails, as expeditiously as one person can do it. The only remedy lies with the people—let a strong remonstrance be made to the Executive, by all interested, and apply for an assistant clerk in the office, the revenue of which will warrant the application; the Government no doubt, will entertain the request favorably.

They are driving ahead with their Railroads in Canada. The Quebec & Richmond railroad is almost entirely graded, and the road for every mile of it is said to be lying on the shelves in Quebec. Mr. Jackson, stated at Quebec, that his firm had already dispatched 46 ships to America loaded with men and materials for the Railways they have contracted to build.

MURDER AT ST. STEPHENS.—A man named Livingston, was brutally murdered at St. Stephens, on Saturday night last. The reports as to the manner in which the horrible deed was perpetrated, are so conflicting, that we forbear giving them at present. Three persons were arrested but we have not heard the result of the examination.

LAUNCHED BY MESSRS. BABCOCK, on the 18th inst., from their building yard, at Robinson, a first class ship of 627 tons, which on entering her future element, was named "Star of Empire;" the noble vessel glided gracefully into the water, amidst the cheers of the numerous spectators. She was constructed by the day, under particular inspection, from the best domestic and imported woods; her trunnels are all Long Island locust, she is copper fastened, her cordage and rigging of the best Russia hemp, and other outfit sails &c. guaranteed by the New York manufacturers, equal to their clipper ships.

The "Star of Empire" is to be commanded by Capt. W. S. Snelgrave, a gentleman well qualified for the situation, and worthy of the estimation in which he is held as a Mariner.

LOSS OF THE SCHOONER TRIAD.—The St. Stephen Packet Triad, Wm. Waycott, Master, left St. John on Friday morning last, for St. Andrews and St. Stephens, on coming through big L'Ecluse passage, with a light westerly breeze, the wind died away, when about halfway through, and the tide setting to the westward, she was driven on a rock off the "Dry Ledge," struck and immediately tilted. The crew and two passengers had barely time to get into the boat, losing their clothes, money &c., and vessels papers. The Triad had a full load of Dry Goods, Iron, Flour &c., for St. Andrews and St. Stephens—valued at about £3,500. We have not heard whether any of the goods were insured. From what we can learn, no blame whatever can be attached to the master, whose character as a seaman, and up right young man, stands unimpaired.

FAILURES IN NEW YORK.—From U. S. papers, we learn that during last week several large failures took place, which arg. but the commencement of a commercial crisis, the like of which never occurred before, in the United States; the papers state that the great convulsion is owing to the great credit system.

The Packet ship *Eudocia*, arrived at St. John on Sunday last, with passengers and freight. Mr. Cumins Y. S. who went to

England to purchase horses for the Province, came out in this vessel with 8 horses, three of which died (one Suffolk and two Clydesdales) the other 5 were landed on Monday last. The horses were fully insured.

THE PORTLAND ECLECTIC, is the title of a literary paper published in quarto form at Portland, Maine. The editorial department, is conducted with great ability, and the typographical appearance decidedly neat. Terms 7s. 6d. per annum in advance—ten copies for \$10. The popular Magazines are also furnished at reduced rates with the "Eclectic." Subscribers names received at this office.

The Americans are an inventive people, truly; they are daily bringing before the public, some new inventions. There is a lady at present teaching a new art—viz. ornamenting of plain picture frames in cut and varnished shreds of kid, which when finished are said to look very handsome.

We learn that Mr. Jackson, on account of the warlike aspect of affairs on the Continent, has been obliged to hasten his return to England, and avail himself of the Steamer that left New York yesterday.

The state of the English Money Market, and the large engagements for constructing railroads in various parts of Europe, which he and his friends have on hand, obviously must make his immediate presence in London, at a juncture so critical, of the first importance. Deeply therefore as we may regret that Mr. Jackson has been unable to fulfil his intention of visiting Halifax, the reason for his hasty departure would seem imperative; nor does it appear that in the state in which the latest advices represent the Russian and Turkish quarrel and the effect on the money market in London, much more could be done this season than has been effected. Exact surveys have been made in this Province, since last May, at a cost probably exceeding £6,000. And we have reason to believe that Mr. Beattie has instructions to continue field operations, out of doors as long as the season will admit, so as to get the surveys and sections completed as far as possible this year. This expenditure is the best evidence of the intentions of Mr. Jackson and his associates.

This sudden change in the Money Market shows us from what we have been preserved. Had a railroad on the Provincial credit and resources been commenced, the work must have been abandoned, with interest exhausting our annual revenue, and no benefit whatever derived, and in addition to all which would have been entailed upon us the almost inevitable and fatal consequences of failures in public works, and discouragement to a second attempt. [Colonist.]

European and North American Railway. We learn that the Directors of the European and North American Railway Co., held a meeting in this city on Tuesday last.

The surveys have so far advanced, that a full estimate of the cost of the road can be ascertained this fall. We further learn that the line from Bangor to Augusta by way of East Vassalboro', is but 62 miles, and that from Bangor to Waterville by the way of East Vassalboro', is but 53 miles, or two miles less than the Newport route. The latter route is but 49 miles.

From Augusta to Waterville by the way of East Vassalboro', is 20 miles. It is thought that the Somerset road from Augusta to Waterville might go by the way of East Vassalboro', and not increase the cost. By adopting this course, it would require but about 16 miles of additional road, from East Vassalboro' to Bangor, to form a complete connection with Waterville and Bangor, independent of the Newport line. This line intersects the Newport line 13 miles this side of Bangor.

We further learn that the land owners on this route propose to trade the right of way as soon as the location is perfected. J. T. Reed, the engineer is now busily at work with a view of closing his surveys in a few weeks. [State of Maine, Oct. 15.]

LARGE CATTLE.—"MUSCIEUX" an ox six years old, raised at Muscatine, Iowa, now on route for the World's Fair, is believed to be the largest ox in the United States. He is 6 feet 3 inches high, 17 feet and 4 inches long; girth 10 feet 9 inches, and if fattened, it is believed he would weigh over 4000 lbs.

The Halifax Sun of 30th says: "We learn that James L. Bliss is on his way to Halifax, from Cumberland, with two Oxen which weigh nearly 4100 lbs. alive. At Windsor he was offered by Mr. Corkery, a 'St. John victualer,' £20 for these oxen, and the privilege of taking them to the exhibition in Halifax."

Rumour says that Lord Elgin's visit to England is connected with the Federal Union of the North American Provinces, and that considerable progress has already been made in completing so desirable arrangement. It is added, that the Federal Union is to be presided over by a Viceroy, but that each Province will have the privilege of electing its own Governor.

We also hear that an offer has been made by a party unconnected with any of the Railways schemes now in progress or contemplation, to build the Great Trunk Railway for Government purposes from Halifax to Quebec. [Courtier.]

MARRIAGES. At St. John, on the 12th inst., at the residence of the bride's father, by the Rev. I. W. D. Gray, D. D., Benjamin Gerrish Gray, Esquire, of London, to Ann Eliza, daughter of Stephen Wingates, Esq., of that city.

On the 8th inst., by the Rev. A. McLeod Savory, Minister, Theodore Martinez, to Miss Mary Ann Ross, of St. John.

On the 15th inst., by the Rev. I. W. D. Gray, D. D., Benjamin Gerrish Gray, Esquire, of London, to Ann Eliza, daughter of Stephen Wingates, Esq., of that city.

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