

European Intelligence.

ARRIVAL OF THE "CANADA" AT HALIFAX.

HALIFAX, March 5th.
The Royal Mail Steamer "Canada," from Liverpool on the afternoon of the 22d, and Queenstown on the afternoon of the 23d, arrived here to-day, at 10.30 A. M. The "Canada" has 55 passengers for Boston. The Steamer "City of Washington" reached Liverpool at 5.30 A. M. of the 21st, and the "Anglo-Saxon" at noon of the same day.

The "Canada" had fine weather on the voyage. On the 1st March, lat. 47, long. 41° passed Huron "Alex. Macneil," of Philadelphia, bound West. On the 2nd, passed and English ship, supposed to be the "Queen of the Lakes."

The Liverpool New York and Philadelphia Co., (German Line) are building new Steamer, called "City of London," to be equal, or superior, to "City of New York," will be ready about Christmas next. "City of Washington" after 96 passages across the Atlantic, besides other services, has gone to Glasgow for new boilers and engines, calculated to increase her speed greatly. Captain Walter Patton, of Liverpool, is appointed commander of "Great Britain."

In the House of Commons on the 20th, The O'Donoghue moved for return of British vessels, of their captains and owners respectively, that have succeeded in running American blockade; also for similar return of British vessels that put into Nassau, and other Colonial ports, with "contraband of war," and supplies for Confederate States, that have been permitted to enter, and supply themselves at those places, in contravention of Queen's Proclamation, and of neutrality. He strongly censured Government for not having taken active steps to prevent breaches of neutrality committed by British ships. Mr. Layard said, it would scarcely be convenient that he should enter into a discussion of the blockade, which would come on more regularly, when the resolution, of which notice had been given, was moved. He must decline consent to the return for two reasons: In the first place, the Government had not got the information sought for; and in the second place, if they had, it would not be their office to furnish a list of wrong-doers and violators of law. The papers relative to the blockade would probably be laid on the 21st or 22nd, and would contain statements of the members of vessels which had broken blockade, and perhaps their tonnage. He hoped the information would satisfy The O'Donoghue.

The Solicitor General examined the misapprehension of the O'Donoghue, and said that private vessels might carry contraband of war, but at their own risk, if detected, they must abide consequences.

Mr. C. Fortescue confirmed the recent reports of successful gold mining in British Columbia.

In the House of Lords on the 21st, Earl De Grey explained reasons why the Government appointed Lord Clyde to command the Volunteers at approaching day at Brighton to prevent treasons among Volunteers.

In the House of Commons on the same evening Mr. Vincent Scully gave notice that he intended to call the attention of the House to the expediency of establishing improved communication between North America and Ireland.

Lord Palmerston in reply to Judge Haliburton, said that negotiations with the American Government relative to the Island of San Juan, were suspended in consequence of the Civil War. Arrangement however has been made that there should be a provisional joint occupation.

PORTUGAL.
The betrothal of the King to the sister of the late Queen of Portugal is announced as having taken place. Marquis DeSoule has been in empowered to form a new ministry.

GREECE.
At latest dates the Fortress of Nauplia was still held by the insurgents, who demanded modifications of the Constitution. The troops defeated the insurgents outside Nauplia, and the insurrection was confined to that place. Numerous arrests, including Senators, officers, Advocates and Journalists, were made. Latest official accounts were encouraging for early suppression of the insurrection. The Greek chambers voted their devotion to reigning Dynasty, and for vigorous measures to suppress insurrection.

LATEST VIA QUEENSTOWN.
THURSDAY, 23rd.—Notwithstanding Ministerial circular manifesting continued in Provincial Towns against temporal power of the Pope.

BERLIN, 23rd.—Berlin papers assert the recognition of Italy by Prussia is an established fact. Prussia has notified recognition to the Italian Minister.

VIENNA, 23rd.—Negotiations of Austrian Government, at Poth, for bringing about a reconciliation with Hungary have failed. Answer of Austria to last note of Prussia delayed, because first communicated to German States, who had renounced identical notes.

Austrian chamber of Deputies had rejected proposal to establish Jury for Press trials, unless Jury is also established for all other trials.

Advices from Athens state Greek insurgents defeated near Tyrnath.

Shareholders of the National Bank of Vienna have accepted proposals of Government. The privileges of the Bank are to be extended for 25 years. Government obtains in exchange loans at 2 per cent.

BERLIN 24th.—According to reliable information, the reply of France to Prussian proposals for Treaty of Commerce arrived here; conclusion of treaty said to be imminent.

TOLSON, 24th.—Transport "Seine" ordered to embark materials for army at Rome, will sail next week; this order contradicts reports of evacuation of Rome by French.

PARIS, 23rd.—Yesterday, in Senate, Baruch Minister, without portfolio, replied to attacks against Law and Government, made by certain journals. Prince Napoleon defended Government described the state of society when laws on press were promulgated, and said:—
"I defend Revolution, and think it necessary to give press more liberty. There is but one justification for the existence of the Empire, and that is when it becomes an application of the principle of revolution."

Provincial Parliament.
FREDERICTON, March 7.
Little done this morning.
Bill to establish an additional polling place in St. Leonard's, Victoria, passed in Committee.

Gilbert's French pauper Bill, postponed 3 months.
Members principally engaged on Committee and Board of Agriculture.

The Wallace matter is settled by the passage of Gilmore's amendment directing the Government to pay the money, by a vote of 21 to 8. Some members of the Government not in, and Walters voted with the majority.

Anglin presented a petition from Mayor A. C. St. John, against any infringement of their chartered rights to the control of the harbour.

March 8th.
Tilley presented a petition from the Mayor, A. C. St. John, praying that no act may be passed to amend the City Charter, and certain Acts relating to local Government.

Walters' Bill to continue the Act relating to Lazaretto, passed.

Ryan brought in a bill to place the road leading from George Burnett's, Norton, to Alexander Kirkpatrick's, on the Great Road Establishment; also, the road leading from Hampton to Grooms Bridge.

Dr. Vail introduced a bill to place road from New Canada to Petitcodiac Station, on Great Road Establishment.

McGillan presented a petition from certain parties praying for passage of act, to incorporate Calcutta Mining Company.

Ferris introduced a Bill to alter the time of holding Circuit Court in and for Queen's County.

Bill to enable Justices of Peace in Charlotte to sell certain lands, and one to enable Trustees of St. Andrew's Chatham, to sell certain lands, were agreed to.

March 10th.
Sunbury Scrutiny Committee reported that having duly considered certain preliminary objections by Glazier and Council, they had decided that such objections were sufficient in law to preclude further proceedings, and further report that the petition is not frivolous or vexatious.

Smith introduced a Bill relating to Banks.

Walters one to abolish fishery drafts in Carleton, and make regulations for the sale of fishery lots, and appropriation of the proceeds towards the erection of a City Hall, and to pay interest on Carleton Water Debentures.

Progress made in Williston's Bill relating to the erection of Rooms on the Rivers of Northumberland; also in Bill to be amended better to protect private rights.

Munro's Lumber Bill under discussion.

FROM THE STATES.
BANGOR, 10th.
On Saturday the Confederate iron-clad ship Merrimack, from Norfolk, with steamers Jamestown and Yorktown, attacked the Federal sailing frigates Cumberland and Congress at the mouth of James River. The Merrimack bore down upon the Cumberland and Yorktown, laying open her side with her iron prow and sank her. It reported that one hundred were drowned. The Merrimack then attacked the Congress which was engaged with the Jamestown and Yorktown. Congress surrendered. Steam frigates Minnesota and St. Lawrence went to assist.

On Sunday morning the Minnesota was attacked by the Merrimack, Jamestown and Yorktown. The Federal iron clad steamer Monitor arrived and engaged the Merrimack. The contest lasted five hours, Merrimack retiring in a sinking condition, towed by the Jamestown, and Yorktown towards Norfolk.

Minnesota got off. Monitor uninjured.

A special despatch to the Democrat from Cairo yesterday says:—
"A great light was seen in the direction of Columbus last night. It is generally supposed that the rebels there have burned everything of an inflammable nature."

The Memphis "Appeal" of the 28th ult. has the following:—
"We have information from Nashville up to noon of Wednesday. Gen. Buell and Commander Foote had arrived and occupied the place. The U. S. flag was raised over the dome of the Capitol and floats there now. But one Yankee flag was exhibited, and that from the shop of a Yankee jeweler, who has long been suspected of disloyalty. The feeling in Nashville is strongly Southern. A deep gloom seemed to cover the community. Citizens avoid intercourse of any kind with the invaders. Two British flags have been hoisted by the British property holders thus evincing their intention to claim the protection of that government. The sick are being removed from Columbus."

We are pleased to learn that Gen. Beauregard is making prompt and energetic preparations for the attack which now seems so imminent at Columbus. The reported capture of R. R. Johnson at Fort Donaldson is incorrect. He arrived at Nashville on Sunday, having escaped from the hands of the enemy. Jeff Thompson left his old headquarters day before yesterday on a secret expedition. He will turn up somewhere."

Both Houses of the Tennessee Legislature met on the 27th, and adjourned for want of a quorum.

Speaking of Jeff. Davis' message the "Appeal" says:—
"It (the message) is free to confess the errors of his (Davis') past policy and the disasters which have followed from it. We think the war will soon be made on the advancing columns of the enemy, and that we will attack, pursue, and destroy, instead of being tracked pursued and destroyed. The space will be dropped and the bayonet resumed. In other words, the policy of the Fabian Davis will yield to that of Napoleon Bonaparte. In view of these facts we can see a little of morning through the dark clouds that at present environ us, which will burst forth in less than sixty days in full resplendent lustre."

The rebels are said to be fortifying Island No. 10, 35 miles below Columbus, which place they will fall back upon. High ground is found upon the Island, which is well adapted for planting batteries to command the river. Prominent officers believe that Columbus was burnt last night.

FROM HAVANA.—NEW YORK, March 7.
Steamer Columbia from Havana last night, has arrived.

Gen. Almonte passed through Havana for Vera Cruz.

Yancey dressed in disguise sailed in the rebel schooner "Wide Awake" for the South.

The captain of the captured English steamer Labuan, arrived at Havana in a rebel schooner, protested before the English Consul, and left in the Columbia.

The Harriet Lane had arrived at Havana. She took as a prize of Matanzas, the schooner or Virginia Adams.

It is stated that if the Portsmouth had waited a day before capturing the Labuan, she would have got \$200,000.

Vera Cruz dates are to Feb. 21. General Prim had a conference with Doblado at Seledad, 11 leagues from Vera Cruz, at which preliminaries were arranged for opening negotiations at Orizaba. The French troops will be allowed to advance to Tehuacan the Spanish Orizaba, and the English to Cerdeira. Sickness and desertions occur principally among the Spaniards.

INTER-COLONIAL RAILWAY.
This enterprise, in which the Colonies have for a number of years been endeavoring to get the British Government interested, is one with which our readers are familiar, and the importance of which to the Colonies and England, has been admitted on all hands.

The negotiations sent home to confer with those holding the purse strings of Great Britain have been frequent and incidental; and the amount of talking and writing on the subject is almost beyond computation. The auspicious time chosen by the Colonies for the late effort in the direction of procuring aid in the carrying on of the work, has been effect. This together with the immense influence brought to bear against the British Government by leading men in England, has shown the necessity of a highway through British territory to the seaboard, and as reported by last mail, it has resolved to give "substantial assistance" to the Colonies in the undertaking.

We would advise the people, however, not to get up a jubilee at the announcement, as we have learned not to place much reliance on these reports, more especially in this case, the ambiguity of the rumor looks suspicious. We take the following from the memorial from the City of London, on the subject, presented to Lord Palmerston by Mr. R. W. Crawford, the member for that city:—
That for six months of the year we are dependent on the United States of America for our communication with Canada.

That in case of an interruption of our friendly relations with the United States, our intercommunication with Canada, during that period, is liable to be cut off at a moment's notice and an important portion of the British Empire placed in great jeopardy.

That the completion of a line of railway from Halifax to Quebec would render us perfectly independent of the United States; at present our trade and correspondence with our own province of Canada, and the local trade a correspondence between the lower British provinces and foreign countries, is for half the year, subject to the will and fiscal enactments of the United States.

By the completion of the proposed line, direct railway communication will be established through British territory from Halifax to Lake Huron, a distance of 1,400 miles, accessible in all seasons, and thereby accelerate the delivery of the Canadian mails and despatches at least thirty-six hours in advance of the present route through the United States; and it would open up for colonization and settlement by emigrants from the mother country upwards of 14,000,000 acres of ungranted lands within a journey of ten days from our own shores.

That the present cost of conveying the British North American Mails through the United States will be saved to the Imperial Treasury.

That the completion of this line of railway would effect a great saving in military expenditure on the one hand, render Canada much more easy of defence on the other, as she would be accessible within ten days at all seasons, whilst at the present time she is, in a military point of view, excluded from

communication with the mother country for six months of the year.

That your memorialists believe that the immediate completion of a line of railway from Halifax to Quebec is essential to the preservation and integrity of the British Empire in North America.

That your memorialists believe that in addition to its adding to the security and permanence of the British Empire in North America, accelerating the communication with the mother country, reviving that identity of interest which has been too long engrossed by the United States, the proposed railway would also effect a saving to the Imperial Treasury far exceeding any assistance that may be required for its completion.

Your memorialists therefore humbly pray that Her Majesty's Government will be pleased to grant such aid and assistance, in conjunction with the Provincial Governments of Canada, New Brunswick, and Nova Scotia, as will bring to a successful completion this great national undertaking.

CASTING A MONSTER CYLINDER.
An illustration is given on the front page of the process of casting a huge cylinder at foundry of Messrs. Maudsley, Sons, and Field, Westminster-street. This cylinder was cast yesterday week and is intended for a pair of engines 1350-horse power for Her Majesty's armour-plated ship "Agincourt." Its diameter is 101 inches. The metal, which weighed thirty tons, was melted in four cupola-furnaces, and run thence into three half-lined with clay to the thickness of an inch and a half; these ladles were lifted by travelling cranes into their proper position, and the molten metal was poured into the mould. The men in this fiery furnace, with iron rods in their hands, represented in the engraving, are engaged in preventing impurities from getting into the mould; whilst at the same time, as will be seen, each is occupied in screening his face from the fierce glare which beats upon him from the fiery mass of metal liquid with heat and seemingly threatening annihilation to all.

The engines of the "Agincourt" are larger than any yet fitted for the Admiralty, being 100-horse power more than those of the Warrior or the Black Prince. There are also in course of erection three other pairs of 1000-horse power each for her Majesty's ships "Gledonia," "Ocean," and "Triumph." Illustrated London News, Feb. 22.

ST. ANDREWS, MAR. 12, 1863.
INTER-COLONIAL RAILWAY.—The time is fast approaching when the British North American Colonies will be better known and appreciated than they have heretofore been.

By the last English mail intelligence has been received of the formation and establishment of a most important and influential aid to the Colonies, under the title of "The British American Association"—in London.

The importance and benefit of such a Society cannot be over estimated. Information respecting the Province: their climate, agricultural resources, minerals, population, revenue, trade and statistics, as well as their geographical position will be diffused. Most heartily do we respond to the sentiments of Sir J. Dalrymple Hay, R. N., one of the speakers at the association, who "sincerely hoped the association would be the means of drawing these Colonies more closely together among themselves, and them to this country." We also agree with Mr. Wylde, M. P., who concluded his speech by observing that—

Had such an association as this existed for some years, he had no doubt that the railroad from Halifax to Quebec—the importance and value of which had been so strikingly shown within the last few weeks, would ere this time have been completed."

In an other column we have copied from our contemporary, the *Globe*, extracts from memorial of the City of London, on the subject of the Inter-colonial Railway, presented to Lord Palmerston, by R. M. Crawford, Esq., the member for that city, and there can be no doubt that the late visit of the delegates from these Colonies together with the powerful influence brought to bear upon the Imperial Government by the leading men of England, has had the effect of inducing the Government to offer substantial aid to the Colonies in this public work.

INTER-COLONIAL RAILWAY.
In the London Times of the 8th Feb., we find the following paragraph with reference to the Inter-colonial Railway:—

HALIFAX AND QUEBEC.—A memorial in favor of this line, addressed to Lord Palmerston, has been placed in the Liverpool Exchange, where it has been numerously and influentially signed. The memorial represents, the desirability of completing a line of railway between Halifax and the Grand Trunk Railway, and states that the project was favorably reported on by Lord Durham, then Governor General of British America, so long ago as 1833. Of this line 370 miles have already been all but completed; and the memorialists ask for Government aid to construct the remainder, as recent events have shown the immense importance of such a line as a defensive measure, and as such the memorialists claim for it Imperial aid.

DECIDEDLY RICH.—A bellicose correspondent of the *Eastport Sentinel* over the signature "Belligerent," says that if the British intend subjugating the State he thinks they will be likely to commence at Eastport; and then fixes up things in the most approved Engineering style, in the following words:—

An adequate battery at Robbinston would command the mouth of the St. Croix, and render St. Andrew, the terminus of Provincial Rail Road communication with Canada, and probably to become the grand entrepot for troops, &c. untenable. But the British would still have the advantage in that the Provincial enterprises to the bay are within their own territory.

It was a great mistake in leaving the harbor to connect Campbell, which naturally belongs to us, the main channel being to the northward of that island.

So then we may keep the enemy out of Eastport and the adjacent area and he would still have free access to the bay through the L. T. Co. Shell St. Andrews and he will make a terminus for his all important rail road communication at Chamecock.

In the London Times of the 10th Feb., in a lengthy article on "The Despatch of Troops and Stores to Canada," that influential journal says:—
"Canada during the winter is in a point of time almost as inaccessible for reinforcements as New Zealand or Australia."

Now what is the fact? Troops leaving England on the 1st in mid-winter, can arrive in Quebec in twenty days, and even less. Why the English press will blind their eyes to truth and facts we cannot conceive.

Latest news from the States by telegraph, (if it ever be relied on) states that a naval engagement took place at the mouth of James River, in which the Confederates were victorious sinking one frigate, taking another and driving two steam frigates ashore—There will be hard fighting before the war is over.

The Tea Meeting under the direction of the Ladies of the Scotch Church, came off on Thursday evening last, and was as we anticipated, a decided success. The proceedings of the evening were closed by giving three cheers for the Queen, after which the ladies once joined in singing "God Save the Queen."

DEATH.—Sergeant Stephen Seaton, of the 15th Regt. died on Wednesday last aged 36 years. On Sunday a large number of persons attended the procession to the Episcopal burying ground, where the deceased was interred with military honors.

Counterfeit five dollar treasury notes made their appearance on the 1st inst., in New York. They are excellent imitations, but can be detected by the letters "U. S.," one within the other, on the shield of the goddess of liberty being left out.

NANA SAHIB.—Abundant stories regarding the apprehension of Nana Sahib, at Kurra-cher, which have been for some time current in India, must have reached England. The Nana is alive, and believed by government to be at this moment somewhere on the Nepalese, or Tibetan frontier. All the papers referring to him are with the Secretary of State of India. Even when he dies it will be long till the natives are convinced of the fact. For some years we may expect a Nana from time to time to turn up in half a dozen places at once. But this uncertainty is not favorable to political quiet. *Calcutta Correspondent of the Times.*

UNUSUAL CHARGE FOR A CANNON.—A singular incident of the attack on Fort Henry is related by the *Evansville Journal*. The rains, which had fallen for some days before the fight, softened the earthworks into a sort of heavy mud; during the engagement, a shot from the Essex threw a great wall of the mud into the muzzle of the ten inch Columbiad in the Fort. The rebels not noticing the queer cartridge thus furnished them rammed in theirs, and of course drove the mud in ahead of it, filling up the vent and chamber so that the gun could not be fired. The *Journal* says that the double charge of mud and powder is still in the gun and that it will take some trouble to get it out.

MANSLAUGHTER.—Two Breckenmen, named Willette and Ploud, living near Violette Brook, got into a quarrel about two weeks since, at the House of Robert Powers. Willette struck Ploud on the head with a steel stake breaking his skull. He lingered about ten days and died. He was about 25 years of age. Willette has been arrested. A. Pioneer.

Serious riots occurred recently at an election in Grimsby. The mob overpowered the police. A strong detachment of the Hull police was ordered up. The local authorities could not preserve the peace. The Hull police returned home most of them seriously injured. A large amount of valuable property was destroyed.

The Paris papers publish news from Coteh-in-Canada, announcing that nearly all the provinces had made submission to Admiral Bonard.

On Saturday last the S. N. S., again offered the by him for Railway Tax the same result as on There was a large and but no attempt at bidding

Of the ten lines of deo between North America Atago and Fulton are the owned in the United Sta 000 passengers transport lantic in 1861, only 3,101 Anglian vessels.

On the 5th inst., after Mr. John Langmaid, age a wife and family to moi

FARM FOR
THE Subscriber offers fo which he is prepared to red acres about sixty of whi mander is well wooded spruce on the farm is a go Barn, out buildings and bl Farm is composed of some acres of muck, for compost, and well watered.

The stock, farming utens toes &c., will be sold, with also a lot containing 80 a The above property if no of it will be sold at public as April next.—Terms of sale the particulars enquire of premises.

Penfield, 6th March 1863.

NOT
THE Courts of Genera and Comm for the County of Chando House in St. Andrews, on April next, at 12 o'clock, At which time and place and Constable of said required to be at these Co notified to give the latter

St. Andrews, March 4.

MARCH 1
W. WHI
HAS just received by S Boston:

Neat Assortme
Fluid and
1 Oak small sized sm
2 Doreen Corn Brans
4 do
1 Box "Gotha-Pins"
2 Bole Burning Fluid
Boxes Saleratus, Gd
Refined Whale Oil,
Cream Tartar, &c.
30 Cans small size Man
Carpenter's Tools, small
—ALSO O
10 Bks Clear Peas,
15 Do Moss do.

TE
JUST Received Ex S Liverpool via Halla 30 Chests Fine Com

Feb. 28th 1862.

DR. LA
ON SELF-PR
Price, with Engravings a post this

SELF-PRESERVAT
Nervous and Phy most injurious habits com press in nature, which the functions of Ma of engagement that cons of existence.

By Dr. LAURENCE, 37 B Locust-street, Phila. Editor of the Royal C land

The above work cont teresting information on which occur in the Rep the habits of youth, pu on the due attainment of vigor upon which the h it also points out how a body can be preserved h low they are lost, and it is free from the gro description, and danger resorted to by persons, modified qualifications, in and proper judicious to.

The Author is the onl whose name stands ter (the sole test of in has been exclusively en in the treatment of the ders of the nervous a which, owing to the gre science, are rendered a simple, and easy mode- At home for consultati no gon six 18 eight, letters—37 Bedford Squ Patients residing in f fully treated by corresp he forwarded in secrecy

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