

European Intelligence.

ARRIVAL OF THE AMERICA.

The America from Liverpool, arrived at Halifax, at 9 p. m., on Thursday.

EASTERN QUESTION.

The Czar has refused the Turkish Note and the impression was that war is now almost inevitable. The words of the Vienna Despatch are—"The Czar rejects the Turkish modifications, but abides by the Vienna Note and promises to evacuate the Principalities if the Porte accepts it pure and simple." Another Despatch says a new manifesto was expected from Russia. The Turks are making further preparations and pay for everything in specie. The levy of 80,000 men is progressing and Abbas Pasha promises 15,000 men more from Egypt. From Bucharest the Russian Commander in Chief had issued an order of the day to his troops and concluded saying "Russia is called to annihilate Paganism and those who would oppose her in that sacred mission shall be annihilated with the Pagans. Long live the Czar, the God of the Russians."

Onur Pasha notified Prince Gortschikoff that if the Russian gun boats approached too near the Turkish batteries they would be fired on. Gortschikoff briefly replied, "if they are fired on they will return the fire." The Turks have carefully fortified the line of the Balkan, between Shumla and Trisova. Gen. Danenberg's corps is established at Cragira, and the operations in crossing the Danube will be by Widdien Missa and Sophia. The Turks will of course justify the passes as they have done the others, in which case it is thought the Russians will ascend the river and cross into Serbia.

It is said that the French Ambassador, urgently attempted to persuade the Porte to recall the modified note even after it was sent to St. Petersburg. The Russian party in Constantinople prophesied a change in the Turkish Ministry. Riza Pasha, ex-Minister of War, to supersede Mahomet Ali, the determined enemy of Russia. Trouble continued between the Hospodars and the Porte. The latest despatch from Constantinople says that the Sultan gives them authority to remain in the Principalities.

Gyrenpaolos, chief dragoman of the Russian Embassy, had arrived at Constantinople, attended by several steamers, and his arrival caused a sensation, but it only related to the affairs of the commercial chancelleries.

A Courier took his departure for Marseille with orders to embark there at once. It is said he is bearer of a despatch to the English Ambassador from his Government, enjoining him to employ every possible means to induce the Sultan to accept, without delay, the note of Vienna without modifications. In case the Porte should object that it cannot restrain the population the Ambassador is authorized to allow the English squadron to enter the Bosphorus and to disembark troops for the purpose of causing the Sultan to be respected. A Courier is also to be sent at once to Onur Pasha forbidding him to commence hostilities in any way. France and England agree perfectly on the Eastern question.

BRITAIN.

No news except that D'Israeli had made a speech to the agriculturists; the Queen was in Scotland, and a Musical festival was held at Hull. Mr. Buchanan had declined an invitation to dine with the Liverpool Chamber of Commerce.

Asiatic Cholera is spreading in England. Cases are reported at Liverpool and London, and over 100 at Newcastle. 50 deaths had occurred at Gateshead and 50 on board the Great Britain steamer, at Vincent, up to Aug. 25th.

IRELAND.

In Ireland the weather is very fine and the crops are quite safe. In Britain the weather is broken.

FRANCE.

Attention is occupied by the price of food. The Moniteur contains a decree reducing the duties on Corn and Cattle. The Prefect of the Seine has been authorized to pay the Bakers the difference between the cost price of the loaf and the maximum fixed by Government. Tickets were to be issued to the poor entitling them to receive bread at a nominal rate.

HOLLAND.

The States General had closed on the 10th.

GERMANY.

The German papers assert that the United States are backing Switzerland in her opposition to Austria and promise her active assistance, the boldness of the Americans in the Kosta affair being the main grounds for this. A more probable rumour is current, that the Cabinet of Vienna is endeavouring in connection with its grievances to induce the Government of Europe to demand of the United States Government a declaration of its views on the subject of intervention in European politics on the Laws of Nations and the subject of citizenship. Vienna letters say that it is fully believed there that the Washington Cabinet will consent to Kosta's being given up to the Austrian authorities at Smyrna.

Shipping is scarce in the North of Europe. Ships are claiming 30 per cent. at Rotterdam. Cholera though still virulent was decreasing.

ITALY.

74 other victims had been sentenced by Court Martial to heavy punishment for their share in the Milan insurrection. The Governor of Terni had been put to death by the people for insulting their petition for cheap bread.

AUSTRIA.

The Emperor Nicholas with his suite was to arrive at Olmutz, on the 22nd, to meet the Emperor of Austria and King of Prussia.

The fate of Turkey is the supposed subject of the interview.

The Hungarian regalia have been found buried in an islet of the Danube.

INDIA.

Calcutta, Aug. 5th.—There was a dreadful famine in Burmah. Cholera was committing great ravages in the upper Provinces of India.

CHINA.

The revolutionary army maintained its position. An attempt had been made to retake Amoy, but without success.

MARKETS.

Liverpool Cotton Market.—Trade dull, but holding steady until the Bank raised the rate of discount, when market became shaky and closed with a decline of 1/4. The state of Eastern affairs and the difficulties between employers and operatives added the depression.

Beef-stuffs. The market had again assumed a decidedly upward tendency, and the sales of all articles were large with daily rising prices, closing on Friday, 10th, at the highest figures yet attained; advance 6 1/2 to 7 1/2 on wheat; on flour, 1s. to 1s. 6 1/2; on Indian Corn, United States white wheat, 9s. to 9s. 3 1/2; red 8s. 6 1/2 to 8s. 10 1/2; Western Canada sup. 31s. Baltimore and Philadelphia, 31s. 6 1/2 to 32s. 6 1/2; Indian corn, moderate request, 35s. to 35s. 6 1/2; white, yellow, 33s. to 34s. 6 1/2.

Provisions.—Moderate demand, little change, awaiting result of Government contract.

Bank of England has raised their rate of discount to 4 1/2 per cent.; Consols closed at 95 1/2 to 95 3/4 cash.

Since markets closed, the Telegraph indicates more probability of negotiations being reopened instead of war.

LATE CALIFORNIA NEWS.

The steamer Northern Light arrived at New York on Sunday last, with dates from San Francisco to the 1st Sept. She connected with the Brother Jonathan, which brought down \$1,500,000 and 800 passengers.

The steamer Oregon, for Panama, sailed on the 1st, with nearly \$1,000,000 in specie.

Large meetings had been held in San Francisco in favour of the immediate construction of the Pacific Railroad.

Emigrants from China and from across the Plains are arriving in great numbers.

Large shipments of quicksilver are being made to China.

The excess of the shipment of gold dust, for eight months over 1852, amounts to nearly ten and a quarter millions.

Strikes among the laborers still continue, and are generally successful.

The bricklayers had struck for \$12 a day, and the hod carriers 6, and both were successful. A vast number of buildings were going up at a cost of \$75,000 to \$200,000 each. The taxable property in the city is assessed at nearly \$29,000,000.

Nearly half of the town of Sonoma has been destroyed by fire. It commenced in Barneum's Hotel, and swept down the whole part of Main street. The business portion of the city is uninjured. Loss \$40,000. The town of Kelsey's diggings, El Dorado county, was burnt down on the night of the 25th August. Loss 40,000. The principal losers were Messrs. Miller, Baker, Woodruff, and Johnson; J. T. Paul, Tremont House; Kosuth House; Empire State House.

MINISTERIAL BREAK UP.—The Montreal Gazette says:—We learn from what we believe to be reliable sources, that the Clear Gait members (Messrs. Rolph and Cameron) are about to leave the Cabinet. Their Toronto organ (the North American) seems to incline to this opinion. Will there be any more patching and cobbling, or will Mr. Hincks fairly give it up and retire from public life upon his profitable laurels? *News verans.—Quebec Chron.*

Latest advices from Washington state that Lord John Russell's letter to Mr. Crampson on the Cuban Protectorate, had been again under the consideration of the Cabinet, who had finally determined that Mr. Marcy is to take no notice whatever, at present, of the document in question, of any communications from the British Minister in relation to Cuba.—*Ibid.*

We understand from the Kingston News, that William Cassin, a private in the Barrack yard Kingston, on the previous day, by cutting his throat with a razor. An inquest was held on the body before Coroner Barker, who a verdict of "temporary insanity" was returned.

SAD INTELLIGENCE.—We are informed the Schooner Sovereign with all on board, was lost a few days ago on Lake Ontario. It is also reported that the Reindeer is missing.

The Toledo was dismasted and abandoned by her crew a few miles from Port Dalhousie. —(S. Catherine's Post.)

A beautiful young heiress eloped from the convent in Georgetown, D. C., recently and it is feared she is married.

ANOTHER RAILROAD COLLISION.—The up morning train on the New York Central Railroad, was run into at the depot in Oneida, on Friday morning, by a freight train. The passenger cars were smashed and several badly injured; one man, named Buckley Thacher, of Medway Ohio, was instantly killed; Patrick Wall, of Manchester, Vt., had both his thighs broken, and his brother was severely injured, John Vanhan, of Syracuse, had both thighs fractured; Edward Jewett, of New Haven, was badly hurt.

The express train is said to have been behind time.

THE STANDARD.

WEDNESDAY, OCT. 5, 1853.

The remarks which we have occasionally advanced in favor of having a terminus for Provincial Railways at a point within the Province, and not without our British boundary, have ever been consigned by the St. John press. It is really lamentable to contemplate that St. John should be, or profess to be, which is still worse, so ignorant of its own abundant resources and indisputable advantages for a Railway terminus. We feel fully convinced of the merits of our own locality for such a purpose, and we readily concede to St. John a full equality in this respect, we cannot say superiority, we will not admit such to be at present the case, nor is it likely to prove so; since that City has inconsiderately surrendered in favor of Portland. There can be no denying that they have been most deplorably hoodwinked, most dummerfully gulled, and by whom? by one man who only paid them his second visit this fall, who to serve the purposes of his speculation on the other side, and to form a connecting link with his European and North American scheme, proposed a new doctrine to the St. John people on Railway advantages to this Province, and to prove the necessity of taking in Portland or rather allowing the Portland convention to take them in, informs them in plain English, that with all the great greatness the Province offer to Railway communication, and the inestimable advantages to be derived therefrom, they are as helpless as the "miling infant" without the co-operation of the State of Maine.

This they have actually swallowed, and are now striving to digest; and because we tell them they are already looking billious, they seem to wish the complaint was contagious, in order that we should feel equally dispeptic. Even now the Courier is trying to convince us, that we, in common with some other of our contemporaries, have of late been been grumbling. The Courier of the 1st instant, says:

"To give some colouring to these doubts they greedily snatched up any stray grumbling muttered by the Miragichi Greener, the Fredericton Reporter, or any St. Andrews newspaper. Now they ought to know by this time, that all is naught to the first, that is not a railway by the north shore to Quebec, that the second has been long in the air, and the third cannot imagine a railway that does not begin and end at St. John."

Can such follies bear the slightest comparison to the great weakness, which melancholy to relate, St. John has recently exhibited,—our species of idiosyncrasy appears natural, while that of St. John is inexpressibly surprising. But are we alone in our animadversions, no, the Fredericton Reporter in speaking of the withdrawal of Mr. Percival from the Fredericton route, for that of the route to Calais and thence to Portland, thro' the indispensable State of Maine, says:

How proudly St. John must feel under these circumstances, and what an admirable after-piece does such conduct afford to the late patriotic Celebration? We imagine that it is now high time for the St. John Press to acknowledge candidly that they have put their foot in Portland, and are compelled to stick there. "We have nothing to grumble at," having a Railway of our own, and therefore consider ourselves in a much better position than St. John can possibly attain for some time. The Reporter concludes:—

"We pretend not to derogate in the slightest degree from either the ability or honesty of Mr. Jackson. He has candidly informed the country, that his first object in making our Railroads is to suit his own interest; and that interest will lead him to connect St. John with Portland in Maine, as soon as possible; but long ere even that can be consummated, St. John will have seen the awful error into which it has been drawn, by the dear-bought lesson of losing the trade of the upper St. John, and its natural and important extension to the St. Lawrence. In the mean time, the Reeds, the Wrights, the Browns, and a hundred other ramifications of the newly awakened yet powerful family of young New Brunswick, will have fairly shamed St. John out of its late ignoble policy. Both sailing and steam packets will be built and owned in St. John, and firmly linked with their trans-Atlantic connections in Liverpool. It will then be found that the River St. John, which is frozen for at least one half the year will not be able to furnish a sufficient supply of provincial stock in all the varieties required by the Home market; and like our Provincial roads which have to be spoiled and run in the wrong course half a dozen times before the right one is explored, it will be found that our Railroad is one direction and our business in another.

The rapid development of Canada within the last few years, a circumstance without a true parallel in the history of any country on the face of the globe, proves to a pleasing demonstration that British America holds within herself all the capabilities not of an inferior dependency, but of a mighty nation, and all rendered complete by the maritime resources of Nova Scotia and New Brunswick. Of this great geographical Chain, the central link rests in New Brunswick, with at the same time, an Atlantic terminus at St. John, which presents a harbor not surpassed either in summer or winter on the shores of this wide continent. It is impossible to regard St. John in any other light than as the well-formed germ of an imperial city, commanding its resources on one side from a rich and extensive range of continent, and on the other from every sea port in Europe, and the world; and the assertion that New Brunswick, with Canada on one side, Nova Scotia and the sea on the other, and comprehending within its own boundary the richest natural products of the earth—is "useless without the State of Maine," can only be regarded as a most monstrous absurdity. New Brunswick has been too long regarded as "no place at all," nor is it likely that it can ever receive much notoriety from being described in some future gazetteer only as the tract through which the European and North American Railway passes on its way to the United States."

The announcements quoted from the New Brunswick, at the head of this article, do not in the least surprise us. We are fully prepared to see every essential interest of this Province sacrificed to the anxiety of Mr. Jackson and his associates to connect the Gulf of St. Lawrence with their own line at Portland, and to the further cry so long raised in St. John, of "give us a Railway anywhere."

And although we believe that reckless feeling is, in view of its consequences, now passing away, yet we deeply lament, that important feeling was not manifested in time to control the great bargain recently made by the Province, and consummated so proudly at the late demonstration. New Brunswick deserves a better fate than to be rendered the mere "handle" to any country in the world; much less to one where they buy and sell slaves, and impose exorbitant Tariffs.

Taking this assumption, we trust that Mr. Jackson will be informed by our Legislature, and at an early day, that any Railroad to the westward from St. John must be run in the direction of Canada, and not to the United States; should he coincide in this view it will effectually remove those suspicious circumstances which are already becoming familiar to the people; but should he refuse to do so, the whole affair will then assume its real and proper character, beyond the possibility of contradiction."

NEW LOCOMOTIVE.—The new Locomotive for Messrs. Jas. Sykes & Co., with engineers, arrived in the El Dorado from Liverpool on Sunday last. There will be two locomotives running in a few days on the St. Andrews & Quebec Railroad, which we learn will be completed shortly, as far as the Rolling Dam.

WE have received the Prospectus of the St. John Free Press, a paper to be published by the Messrs. McMillan, for James Porter, Esq., its editor and proprietor, at the rate of 13s. 6d. per annum,—and devoted to "Moral, Political, and General Intelligence and Progress." The first number will be issued on the 7th December next. We bid Mr. Porter, a right hearty welcome to the provincial corps editorial, believing he will be a talented and honorable addition to the fraternity.

FRUIT TREES.—The County of Charlotte is admitted to be one of the best districts in the Province, for the growth of fruit, the soil and climate being well adapted for the growth of Apple, Pear and Plum trees. But unless in a few private gardens, no pains are taken to improve the quality of the fruit, by grafting. Our farmers do not appear to be alive to this fact, or they would avail themselves of the services of Mr. Joseph Donald, who resides near St. Stephens, and is prepared to furnish trees in any number and engraft with the best scions, on most reasonable terms. Mr. Donald has a nursery of some extent, with grafted trees;—surely the specimen of Baldwin Apples and large Pears which were raised this season in his orchard, should be a sufficient recommendation; several judges of fruit, in this Town, some of whom are natives of the United States, declare that larger and better flavoured fruit, is not imported. Mr. Sharp of Woodstock, also supplies grafted trees of the most approved kinds, at short notice and on reasonable terms. The Northumberland Agricultural Society last year, purchased some hundreds of fruit trees from that gentleman, and sold them to the Farmers at cost and charges. Perhaps the C. C. Agricultural Society, may follow the laudable example.

MASONIC RELIEF.—We notice that the Brethren of the "Mystic Tie," have held meetings for the purpose assisting their Brethren at the South; at the meeting of the Grand Lodge of New York, held last week, the sum of one thousand dollars was appropriated to the relief of Masonic brethren in New Orleans, and five hundred dollars for a

like purpose to Mobile; drafts for these sums have been transmitted. This happens to be one out of numerous cases of relief to distressed worthy brothers, which comes before the public.

The steamship Baltic arrived at New York on the 3rd inst.

Flour has again advanced 1s. per barrel.

WE have read recently of "wall corn," raised in this County, but as yet we have not seen or heard of as large a Cucumber as the one raised by our friend Mr. Whitlock of the Treasury. This cucumber measured 14 1/2 inches in length, 12 1/2 in circumference, and weighed 3 1/2 lbs.

DEATHS.

On the first instant at Oak Bay, Miss Mary Rogers, aged 21 years, her end was peace.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

Oct. 1st.—Schr. Flying Cloud, Fisher, St. John—merchandise.

Packet Spray, Waycott, St. John—merchandise.

21.—Ship El Dorado, Morrison, Liverpool, 46 days, Locomotive Jas. Sykes & Co., Salt & Co. D. Gillmor, 14th Sept.—experienced heavy gale, lost main yard, topmast, and topgallantmast, with sails.

IMPORTED SHEEP.

THE Imported Leicester RAM, and New Oxfordshire BARN, belonging to the C. C. Agricultural Society, will be sold at Public Auction, on Saturday next, at 12 o'clock, noon, in the Market Square.

R. KER, Auctioneer.

St. Andrews, 3rd Oct., 1853.

JOHN LITTLE'S.

LADIES' FASHIONABLE SHOE STORE.

Next the Post Office, Water-Street, Saint Andrews.

The Subscriber begs to inform his friends, that he has taken the shop next the Post Office, where he has just received, from New York:—

CASES containing a splendid assortment of Ladies', Misses', and Children's

BOOTS & SHOES,

of the best manufacture in the United States.

Domestic Work.

The Subscriber calls attention to his Gentlemen's Dress Boots, made under his own supervision, also to his Men's and Youth's Boots suitable for Town or Country Women and Girls's House Slippers, Children's Boots and Shoes of various styles. For sale wholesale or retail.

Oct. 4, 1853. J. LITTLE.

CONTRACTOR'S OFFICE.

St. Andrews & Quebec Railroad Company, 1st August, 1852.

WE the Undersigned, hereby notify all whom it may concern, that we have this day appointed EDWARD G. VERNON, of the firm of Vernon & Co., of the City of Saint John, N. B., our Agent, to transact our business in that City.

By Order of the Board of Directors, JAMES SYKES & CO.

Nbr 8 ins weekly

TO ALL CONCERNED.

As Mrs. Gauger, taking her child, has again stealthily deserted her proper dwelling, I will at no time be accountable for any debts contracted by her or for it, or for any claim on account of either, and I furnish all from harbouring or sheltering either of them.

ROBERT P. GRANT,

St. George, Charlotte Co., 3d Oct. 1853.

MEETING OF COURTS.

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 the 1st 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, Oct. 1st, 1853.

Notice.

I HEREBY give notice to all whom it may concern, that I have been appointed a Branch Firm, and I am desirous to obtain an interest in a Pilot Boat belonging to the Port of St. Andrews as by law required.

PATRICK BRITT.

Exchange for Sale.

REQUIRED by the Controller of Her Majesty's Customs at Saint Andrews, the sum of about £100 sterling, payable in dollars or half dollars at 1s. 2d. sterling, per dollar, or in British gold or silver at the sterling value.

Tenders will be received up to one o'clock on Monday, the 10th day of October, 1853, by the Controller, for a Bill of Exchange to be drawn by him on the Receiver General of Her Majesty's Customs, London, at 30 days after sight.

Parties tendering will state the amount of Bill they will accept for the above mentioned sum.

Tenders to be addressed to the Controller of Her Majesty's Customs, St. Andrews, and to be marked outside "Tender for Bill."

Custom House, St. Andrews, September 20, 1853.

SLUICE PI

TO BE LET

ON SATURDAY next at 12 o'clock by Public Auction on Term of 4 or 5 years from the Board of Sines & Town, St. Stephens, Margaret Campbell & there.

St. Andrews 23d Sept.

Blacksmith

COA

CARGO—Ex "James" For sale in lot sep. 25.

Carpet Ba

MISSING since

mark on it, which is steamer Nequasset, same in his or her possession anything of the same, scriber by leaving it in place.

ROBE

Sept. 27, 1853.

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Families and the Public

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