

European Intelligence.

One Week later from Europe!

The steamship Niagara, from Liverpool 8th instant, arrived at Halifax on Wednesday night.

The Persia arrived at Liverpool on the 7th, making the passage in 9 days and 7 hours.

There is little political news from Great Britain.

The principal topic of the week was the visit of Lord Palmerston to Manchester, where he was warmly received, and addresses were presented by the Corporation and the commercial bodies. Lord Palmerston replied in a speech which occupied about 20 minutes. He also addressed the members of the Mechanics' Institution, in the Free-trade Hall. More than 3000 persons were present. Lord Palmerston expressed his gratification at the evidences which such buildings as that they had just opened afforded to the working classes of acquiring knowledge. It had been said that a little knowledge was a dangerous thing; but surely a little knowledge was better than none, and it was better even to have a smattering of information than remain in total ignorance. He dwelt upon the pleasures and advantages which working men must derive from the instruction such institutions afforded. Institutions which were most deserving of public support, were congenial to the habits of the British people, and peculiarly in accordance with the spirit of the constitution, tending to bring different classes together for common objects, and softening and obliterate the distinction between different classes of society. His Lordship was loudly cheered.

Lord Palmerston afterwards proceeded to Liverpool, where he was received with acclamation, and an address from the Town Council was presented to him. In the course of his reply, he alluded to the Eastern war, and said:—

It must be peculiarly gratifying to those who are engaged with the conduct of affairs, to receive expressions of the approval of their policy in times of such immense importance, as these to which your observations have referred, and from a community such as the one in which I have the honor to be—(cheers)—because, if there is any community whose interests are more peculiarly affected by the circumstances of peace or war, it must be that great commercial body whose transactions flourish by peace, and whose transactions are likely to be crippled by war. (Loud cheers.) It is, therefore, most satisfactory to the Government to have found during the continuance of the war in which we were unfortunately engaged, that the sense of the justice of the cause, and that the sense of the necessity of the exertions which we called on the country to make, overpowered in the minds of the commercial community of this country all considerations of private interest, and called forth from them that display of energetic patriotism which contributed so greatly to the success of the contest, and which reflected such honour on the country at large. (Loud applause.) I may say to those whom I now address, that the means of the commercial marine of the country placed at the disposal of the Government contributed to the successful operations in which we were engaged. (Cheers.) The vast means of transport which the commercial marine placed in the hands of the Government for our army—more, for the French, as well as the English—Hear, hear, and loud applause.—but certainly for one of the armies of the allies—though more than 5000 miles from the head-quarters of their resources—were such, that in truth, they were nearer to those resources, in point of time and facilities, than were the enemy who was fighting in his own territory. (Loud cheers.)

It was not only satisfactory to us to find ourselves thus supported, but I am bound to say that all the energy and zeal of Her Majesty's Government—and that energy and zeal were uniform throughout the whole body; and though every member of the administration co-operated in the common cause, which was felt throughout every department; even with the energy, zeal and confidence with which we were honored by our Sovereign; by the bravery of our army and navy, and the cordial co-operation of our allies—all would have been unavailing if it had not been for the commercial spirit of this country, which convinced the nation with which we were contending, that our resources were growing with the duration of the contest.—(Cheers.)—instead of being exhausted the first year of the war, we were beginning to put forth our strength; the indomitable spirit of England, instead of quailing under difficulties, was raised to additional exertion, and rather increased, instead of diminished, during the conflict.—(Hear, hear.) We were not inattentive to other interests besides those connected with the actual prosecution of the war. It has been a subject of great satisfaction to see that at the commencement of that conflict the Government of England, in concert with that of France, made changes and relaxations of merit in war which, without in any degree impairing the power of the belligerent against their opponents, humanized the course of hostilities, and tended to mitigate the pressure which hostilities inevitably produce on the commercial transactions of countries which are at war. (Loud and continued cheers.) I cannot help hoping that these relaxations of former doctrines, which were established in the beginning of the war, in practice, and which have been confined to the peace, may still further be extended, and in course of time those principles of war which are employed by war on land may be

extended to wars on the seas, and private property may not suffer aggression on either side. (Cheers.)

Lord Palmerston referred to the recent dispute with the United States, and its amicable adjustment in the following terms:—

I was sure, gentlemen, that the policy which we recently adopted in our difference with the United States must meet with your approbation. (Hear.) We felt that while on the one hand it was necessary to maintain the dignity of the country, that it was necessary not to show that even the calamities of war in these neighbouring races would be encountered if there was a necessity for it upon adequate grounds; we felt that while it was necessary to show this, we ought to waive all minor and party considerations—that we ought not to take advantage of circumstances which might, perhaps, have justified the expression of angry feelings,—that it was more dignified to look to what we believed to be the friendly feelings of the great mass of the people of the United States than to take too much notice of circumstances in a narrower sphere that might, perhaps, have justified feelings of irritation. The result has fully borne out, I think, the wisdom of that course, and I am persuaded, that those opportunities of frequent intercourse which you afford to the people of the two countries, will, beyond anything else, contribute to maintain between them that harmony which acquaintance and personal intercourse forms the best foundation for; that the mutual interests which commerce has established will be cemented by individual acquaintance with each other, and I am sure that in proportion as your prosperity increases—in proportion as your enterprise is developed—in the same proportion we may look to cementing permanently those ties of friendship and goodwill which exist and ought to be perpetuated between the peoples on the two shores of the Atlantic.

The Commercial News presents few new features. Gold continued to flow to the continent, and the Directors of the Bank of England had a protracted sitting on the 6th, with a view to improve the exchanges and arrest the outflow, but no change in the rates of discount was made.

The market for Breadstuffs had slightly declined, the imports being large.

The Provision trade has been without any remarkable feature.

From the manufacturing districts the reports of the state of trade describe general quietness.

The British Government advertises at Lloyd's for a ship to convey some hundreds of emigrants to Nova Scotia, it being the intention to grant free passages to laborers and their families to that Colony.

THE OPENING OF THE GRAND TRUNK RAILWAY has been accompanied, at Montreal, by great demonstrations, dinners, speeches, processions, flags and music.

Bangor Whig was taken the following account of its present position:—

"The Grand Trunk is now open to Stratford, 88 miles west of Toronto, and 795 miles from Bangor. To Port Sarabia, where it touches the foot of Lake Huron, will be 899 miles. From thence the Northern Pacific route will proceed north of St. Clair to Detroit and so in an air line across the State of Michigan and connecting with Milwaukee by steamers across the Lake, the rail thence extending direct to the Mississippi river, and having already started west from that river 40 miles to Iowa City, and soon to be stretched across that State on the route to Nebraska, and ultimately through the mountains to the Pacific coast. It is a magnificent route, and we should not be surprised to see it completed through to the Pacific before any other line.

"The distance from Bangor to Chicago, via the Grand Trunk route and Detroit, is 1191 miles: by way of Boston, Albany, the Suspension Bridge and Detroit, it is 1237—showing a difference of 46 miles in favor of the former route.

"The capital of the Grand Trunk Railway Co., was originally put at \$17,500,000; but has lately been increased to \$60,000,000, from which fact, the extent and magnificence of the enterprise may be conceived. It already embraces, with the Atlantic and St. Lawrence road which it has leased, and with the branches it has built, over 1100 miles of road. The Victoria Tubular Bridge—eight or ten of the piers of which are already completed—will constitute a large item of the sum total of expense—costing probably from eight to ten millions of dollars. The Victoria Bridge is expected to be completed as early as the spring of 1860. It is supposed that in its erection 250,000 tons of stone, and 7500 tons of iron will be used.

The iron superstructure is supported on 24 piers and two abutments. The centre span being 330 feet, there are 12 spans on each side of the centre, 242 feet each. The length of the abutments is 212 feet each. The height above summer water level in the centre opening is 60 feet, descending to either end at the rate of 1 in 130. The contents of the masonry will be three millions of cubic feet. The weight of the iron in the tubes, 800 tons. The following are the dimensions of the tube through which the trains are to pass in the middle span; viz: 32 feet high, 16 feet wide; at the extreme ends 19 feet high, 16 feet wide. The total length from river bank to river bank, will be 10,284 feet, or about 50 yards less than two English miles.

ACCIDENT AT HAMPTON FERRY BRIDGE.

We understand that last evening, a portion

of the new Bridge now in course of erection at Hampton Ferry, gave way, causing instantaneous death to two men who were working in a scow underneath the structure at the time. The names of the unfortunate persons were Morton and Baxter. Two others, named Belding and Campbell, were dangerously hurt.—[Courier.]

RIVER NAVIGATION closed at Fredericton on Saturday last where foot passengers have since crossed the river on the ice. To-day the weather has become mild, and there are indications of a southerly rain storm, which may break up the ice again.—[lb.]

(From the New Brunswick Times, Nov. 7.)

"ST. ANDREWS & WOODSTOCK RAILWAY.—It gratifies us to state, that Mr. Buck, O. E., who was formerly assistant to Mr. Light, and more recently employed at Fredericton in the Office of the Board of Works, has been appointed principal Engineer of this Railway."

The above extract called forth the following letter from Mr. King, who places the position of the Engineers in the proper light:—

To the Editor of the New Brunswick Times.

SIR,—I observe in your paper of the 7th, that you state Mr. Buck to have been recently assistant to Mr. Light. Permit me to inform you that Mr. Buck never occupied any subordinate situation with Mr. Light. Mr. Buck came out from England as engineer to Mr. Brookfield and myself, upon the St. Andrews and Quebec Railway—which position he fulfilled most satisfactorily till the suspension of the Works on that line, and during that time Mr. Light certainly availed himself of Mr. Buck's professional skill with the leave of Mr. Brookfield and myself.

In justice to Mr. Buck, who is now absent from St. Andrews, may I beg the favour of your inserting this communication.

I am, Sir,
Yours respectfully,
GEORGE W. KING.
St. Andrews, 10th Nov. 1856.

The opening lecture of the season at the Mechanics Institute, was delivered on Monday evening by M. H. Perley, Esq. He briefly sketched the leading features of the several North American Provinces, and then pointed out the various telegraph and railway lines connected with them, either completed or in progress, and concluded by shewing the advantages this Province offered to its inhabitants, and especially its superiority over Upper Canada as a field for settlement. The lecture was listened to with much attention by a large audience.—[Church Witness.]

The Standard.

ST. ANDREWS, NOV. 26, 1856.

New Brunswick & Canada Railway and Land Company.

LOCAL DEPARTMENT.

JULIUS THOMPSON, Esq., Manager.
W. M. BUCK, Esq., Engineer.
GEO. D. STREET, Esq., Solicitor.

The attempts of the Opposition to undermine our present Rulers, are every day becoming more apparent. The recklessness and barefaced want of truth in their attacks, are damaging to their own faction. The grand aim with them is, to instal themselves into office and get hold of the purse-strings; but the "dear people" are not so simple as they wish them to be; they know that if the Province is to be well governed—the present Executive, or others of kindred principles, must hold the reins of power. The Woodstock Journal discusses this matter so fully, frankly, and fairly, that we give the following extracts from its leader of the 20th inst., as they fully agree with our views:—

"From various quarters there reach our ears rumors that the Opposition are making strenuous efforts to oust the Government at the approaching session. That the leading liberals should endeavour to strengthen their party in the Assembly is not at all strange; but that they should seriously think of overturning the present Executive during the coming winter, is to us a matter of some surprise. In our simplicity we had imagined that those men were not wholly destitute of modesty and common sense. We had supposed that the lessons taught them by the events of this eventful year were in some degree understood, and had not altogether failed of effect. We had supposed that the voice of the enlightened people of New Brunswick had spoken so unequivocally as to transpire even their triple armor of self-conceit, and to make them feel that such folly and imbecility as they have evinced would no longer be suffered.

"The history of the liberal party in the Assembly for the last year has been a history of prostration, failure, defeat, and well-merited humiliation. The liberals went to office with the good wishes of the people. They had wished for place and power, and place and power were given them. They have been tried in office, and they have miserably failed; they have been fairly and calmly weighed, and have been found wanting in ability, in discretion, and in honesty. Luckily before they had time to involve the Province in much difficulty they were ignominiously expelled from place. With a feeling of relief the people saw their fall and the advent to power of the Conservatives; not, perhaps, that they entertained large expectations of improved administration, but be-

cause they felt that a change could not be for the worse. Having thus failed in the government of the country, and been at the election branded with the disapprobation of the people, modesty would have suggested to the members of the late Council a less assuming line of conduct than that which they seem bent upon taking. Till the first odor of their defeat and disgrace had gone off it would have been wise and politic to have avoided the public attention. But modesty is a quality not highly estimated among New Brunswick Radicals.

"What will the Opposition put forward as a pretext for an attack upon the Government? Up to the present time the conduct of the administration has presented no available points. They have evinced a degree of wisdom, moderation, ability, and energy, quite unusual in a New Brunswick Government. They have evidently profited by the mistakes and failures of preceding administrations. The public credit imperilled by the imbecility of the Fisher Government, has been re-established. The Railway works have been commenced, and are being pushed forward with commendable vigor. The endeavors of the new company formed to undertake the St. Andrews road have, it is said, been met in a liberal spirit. New Brunswick bonds have been sold in the English market at a premium of four per cent. What measures they are preparing to lay before the Legislature time alone will show; but what charge the Opposition can, at the opening of the session, bring against them, we cannot conceive."

NEW BUILDINGS.—We have much pleasure in noticing that Mr. John Aymar, has in course of erection a commodious store and blockmaker's shop on the site of his late establishment which was destroyed by fire on the night of the 10th September last, together with his machinery, tools, work, and stock of material. We sincerely wish Mr. Aymar success in his new building—he is one of those men which can ill be spared from any shipbuilding place.

Messrs. J. & W. Shaw have also erected a large workshop at the head of the Steamboat Landing, and have on hand a good stock of lumber and materials, for boat building purposes. Messrs. Shaw have during the past year, built several very handsome ships' boats and gigs, which were admitted to be equal if not superior both in build and finish, to those imported, and at lower prices.

THE Irish Banquet to the Crimean Warriors was one of the most magnificent affairs which has taken place in Britain for many a year. The Dublin Banquet exceeded the one given in London to the Guards, at the latter the entertainers were only witnesses from the side galleries, while at the Dublin fete all sat down together. Did our columns permit, we would give the able report of the event in full, but its great length forbids this; in our next we will endeavor to find room for the Lord Lieutenant's Speech.

PROVINCIAL APPOINTMENT.—JAMES BOYD, Esquire, M. P. P., to be a Government Director in the New Brunswick and Canada Railway and Land Company.

By His Excellency's Command.

R. D. WILMOT.

Secretary's Office, 18th Nov., 1856.

FIRE AT "THREE RIVERS."—Montreal, Nov. 17.—The fire at Three Rivers was first discovered in a house in Notre Dame street, at 4 o'clock Saturday morning; the inmates barely escaped with their lives. The wind blowing fresh from the North, the fire caught the houses on the opposite side, and spread with fearful rapidity, and consumed three sides of the block, about 50 buildings in all. The estimated amount of the property destroyed is about £100,000.

About one half of the business portion of the town was destroyed. As usual, the scarcity of water tended to this result: for upwards of half an hour not a single carter could be found to draw water from the river, which is in the immediate vicinity. The flames spread until they were literally exhausted for want of sustenance.

ATTEMPT AT ESCAPE.—Between three and four o'clock on Thursday morning, the Police discovered a man named Michael Cardigan, attempting to set fire to the lumber-yard of Mr. C. P. Dixon. He had entered a shed, and kindled a fire with some combustible materials, but two of the Police-men timely discovered the fire, and arrested the incendiary, who had secreted himself under some deals on their approach. The prisoner was lodged in Gaol, and yesterday the Grand Jury indicted him for the offence. He will take his trial at the present sitting of the Court.—[New Bruns.]

Fresh ground coffee is strongly recommended as a deodorizer and purifier in sick rooms, and is also an excellent preservative of game to be sent to a distance. Clean the game cover the wounded parts with blotting paper, and sprinkle fresh ground coffee over and among the feathers or fur, as the case may be, and the game will keep good in any weather. Wild ducks are now plenty on the Susquehanna, and we presume could be sent as far as Boston without coffee.

Rev. Messrs. Duff and Mair arrived here in the last steamer from England—being sent out by the Colonial Committee of the

Established Church of Scotland. Mr. Duff is well advanced in years, is ordained, and has had considerable ministerial experience—having been engaged as assistant in two parishes in Scotland. Mr. Mair is a much younger man. Mr. Duff proceeded to Pictou this week.—[Halifax Witness.]

A QUEEN REMEDY.—A good lady, who had two or three children sick with the measles, wrote to a friend for the best remedy. The friend had just received a note from another lady, inquiring the way to make pickles. In the confusion, the lady who inquired about the pickles, received the remedy for the measles, and the anxious mother of the sick children read, with horror the following: "Scald them three or four times in very hot vinegar, and sprinkle them well with salt; in a few days they will be cured."

Dyspepsia can be, and is cured every day by the use of PERRY DAVIS' PINK PILLS. This is the most wonderful and valuable medicine ever known for this disease, its action upon the system is entirely different from any other preparation ever known. The patient while taking this medicine may eat anything the appetite craves. Get the People's Pamphlet and look at the directions.

HOLLOWAY'S Ointment and Pills.—A certain cure for Erysipelas symptoms.—Mr. Ashmore, of Harbor Grace, Newfoundland, was a severe and constant sufferer with this unsightly and painful malady, at times he was so bad that he was unable to attend to his duties, and became so irritable that he could scarcely bear himself. The doctor of his regiment could not cure him, and other members of the family whom he consulted, were equally unfortunate in their endeavor to alleviate his suffering. At last he determined to commence using Holloway's Ointment and Pills, which he did, the constant use of these remedies quickly effected and purified the blood, thoroughly reinvigorated the system, and after ten weeks perseverance, left him in the enjoyment of the soundest health.

SHATTLED.—On the 30th ult., at 30 Danville Street, Edinburgh, by the Rev. Hugh Dewart of Stonehouse, John Rossier Esq., late of St. Andrews, New Brunswick, to Sophia, daughter of the late Francis Morgan Esq., of Archangel.

At St. John, on the 20th Nov., by the Rev. James Baird, Mr. Howard Hannah of St. Andrews, to Miss Mary Ann Knowles, of that city.

NEW BRUNSWICK & CANADA RAILWAY AND LAND COMPANY.

Notice to Railroad Contractors.

Company's Office, 18th Nov., 1856.

SEALED Tenders will be received at the above office until WEDNESDAY, 28th Nov., for completing the GRADING of that portion of the line of Railway from St. Andrews to Woodstock, commencing at the 25th mile from St. Andrews, and extending to the 32d mile.

The work to be divided into 4 sections and may be tendered for as a whole, or for each separate section, as follows:—

1st Section from Station 1425 to Station 1620.
2d Section from Station 1620 to Station 1820.
3d Section from Station 1820 to Station 1856.
4th Section from Station 1856 to Station 1750.

Tenders will also be received for furnishing Cross Sleepers of Cedar and Hackmatack, delivered upon the line at convenient intervals, at the rate of 3,500 Sleepers per mile, to be tendered for per thousand in numbers; likewise CEDAR Posts for fencing.

Sections and Specifications may be seen, and any further information obtained at the Engineer's Office, St. Andrews, after the 26th inst.

JULIUS THOMPSON, Manager.

Notice to Contractors.

Office of the Chief Engineer of Railways, St. John, 20th Nov., 1856.

SEALED TENDERS will be received at the Engineer's Office of the European and North American Railway, until Saturday the 20th day of December next, for the Grading and Masonry of that portion of the Railway, between the Third Mile Station and the Nine Mile House, including the heavy Rock cuttings near Lawlor's Lake.

By way of facilitating the conveyance of Materials and Workmen, to these Sections, the Government will forthwith complete the partially finished portion of the Railway between St. John and the third mile Station.

Tenders may be made for the Entire Work, or it will be divided into sections to suit Contractors. The Government reserving the right to adopt whichever mode may appear the most advantageous, and of rejecting any Tender not deemed satisfactory.

Tenders must be accompanied with names of sufficient sureties, or satisfactory evidence of competency to perform the proposed work.

Plans, Specifications and Forms of Tender and Contract may be seen, and the time for completing the work, and all other information obtained, at the Engineer's Office, in Wiggins' Buildings, in this City, on and after the 24th inst.

ALEX. L. LIGHT, Chief Engineer of Railways.

NOTICE.

THE Subscriber begs leave to inform the inhabitants of Saint Andrews, that he intends opening a SCHOOL, in this town.

On MONDAY the 11th instant.

By strict attention to the improvement of Pupils, he hopes to give general satisfaction to all who may favour him with their patronage.

Terms—From five to ten shillings per quarter.

WALTER GILFILLAN.

St. Andrews, Nov. 8, 1856.—(3 L.)

NOTICE.

MAILED.
Friday, Nov. 23.
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