

European Intelligence.

One Week later from Europe!

Arrival of the Atlantic.

NEW YORK, Dec. 1.

The Steamer Atlantic arrived last night. Omar Pasha had defeated ten thousand Russians in Asia, capturing sixty prisoners, three guns, and killing and wounding four hundred of the enemy.

Kars is still besieged; but appearances indicate that the Russians will retire to Tiflis. Nothing new from the Crimea.

Both armies are preparing for the approach of winter.

Only a few ships remain in the Dnieper, and the bulk of the fleets are returning to Constantinople.

Peace rumours are again extremely prevalent but vague.

Diplomacy, however, is active, especially at Stockholm, Vienna, and Brussels.

General Geddington accepts the command of the British forces.

London money market stringent.

Couverts 88.

Sugar had grown quiet.

Coffee had advanced 2 to 4s.

Previous firm and rather lower.

Brandy market firm.

THANKSGIVING DAY.

By His Excellency The Honorable JOHN HENRY THOMAS MANNES SURTON,

Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c., &c., &c.

E. H. T. M. SURTON.

A PROCLAMATION.

It has pleased Almighty God of His great mercy to preserve us from the ravages of disease, to bless the labours of the husbandman and to crown the arms of Her Majesty and of Her Allies, with success; and it is our duty humbly and thankfully to acknowledge these gracious manifestations of Divine favour.

I have therefore thought fit, by and with the advice of Her Majesty's Executive Council, to appoint Thursday the thirteenth day of December next, to be observed throughout this Province, as a Day of General Thanksgiving to Almighty God for His abundant mercies vouchsafed to us, and to our Nation.

Given under my Hand and Seal at Fredericton, the twenty-eighth day of November, in the year of our Lord one thousand eight hundred and fifty-five, and in the nineteenth year of Her Majesty's reign.

By His Excellency's Command.

S. L. TILLEY.

PROVINCIAL APPOINTMENTS.

His Excellency the Lieutenant Governor has been pleased to appoint provisionally, the Honorable DAVID WARD and CHARLES WATKINS, Esq., to be Members of Her Majesty's Executive Council in this Province, who having been duly sworn, took their seats this day at the Council Board.

By His Excellency's Command.

S. L. TILLEY.

Secretary's Office, Nov. 28, 1855.

GEORGE McKAY, Esquire, to be a Commissioner under Chapters 8 and 9 Revised Statutes, for the Parishes of St. Andrews and St. Patrick, in the County of Charlotte.

By His Excellency's Command.

S. L. TILLEY.

Secretary's Office, Nov. 26, 1855.

Too Good to be Lost.—The physical appearance of a man sometimes changes the current of events. A case in point occurred yesterday on Front street. The children of two neighboring families had their daily quarrels and fights, which resulted occasionally in bruised faces and torn garments.

The father of one family, believing his children to have been badly mistreated, and being a passionate man, concluded that the surest way to settle the differences between their households permanently, would be to chastise the head of the other family, although he had never seen him. He thereupon procured a raw hide, and abruptly entering his neighbor's tenement, inquired, in a threatening tone, for the "man of the house."

"I am here, sir," said a personage upwards of six feet, and weighing some 220, as he approached to learn the business of his neighbor. "Did I understand you that you were the gentleman of the house?"

"Yes, sir." "Well, I—I just dropped in, sir, to see if this was your raw hide." [Statesman.]

THE MAGNITUDE OF THE EARTH.—According to a recent authority, the circumference of the globe is twenty-five thousand and twenty miles. It is not so easy to comprehend an stupendous circle as to put down its extent in figures. It becomes more palpable by comparison, such as this:—A railway travelling incessantly night and day, at the rate of twenty-five miles an hour, would require six weeks to go round it. The cubical bulk of the earth is two hundred and sixty thousand millions of cubic miles!

Dr. Lardner says, if the materials which form the globe were built up in the form of a column, having a pedestal of the magnitude of England and Wales, the height of the column would be nearly four and a half millions of miles. A tunnel through the earth, from England to New Zealand, would be nearly eight thousand miles long.—[Home Journal.]

Correspondence.

To the Editor of the Standard.

SIR,—I have not heard of any "preparations being made by the Gentlemen Amateurs of St. Andrews, to give a series of Theatrical Performances this Winter. How is it?" I am informed that they are all in town, and could well devote one evening, at least in the week, for the purpose of giving one of their Theatrical Entertainments, which afforded so much pleasure and gave such general satisfaction last season. I trust, our little Theatre will not remain closed for want of public spirit. I know the Amateurs were at considerable expense last season, and now that their Wardrobe is pretty well filled, the scenes painted, and everything in readiness—the Public expect a repetition of their Theatrical Entertainments. I fully believe that they would be well patronized, and I am well aware that all they require is sufficient patronage to pay their expenses, as they give their time and find their own dresses. Come, Gentlemen Amateurs, give the Public the benefit of your talents.

Yours,

PROMPTER.

December 1, 1855.

MYSTERIOUS AFFAIR.—We have received intelligence of the occurrence of a tragical affair at Sussex Vale some ten days ago, but as there are several rumours about it in regard to it, it is impossible to tell which is correct. As near as we can learn, however, it appears that a party numbering some four or five persons, had been at Shek's tavern one evening last week, which place they all left some time previous to the hour of 11 o'clock. During the night a barn belonging to Mr. Roach in the vicinity was burnt, and the dead body of one of the same party was found close to the ruins. It is not known whether he was burnt to death or assassinated. An inquest was held and the parties examined before Justice Vail and acquitted. The deceased had come out from England a year or two ago, and was at one time employed on the railroad; his name was Alfred Osborne, and his age about 22 years.—[News.]

ACCIDENT TO THE CREOLE.—The steamer Creole, which left here at one o'clock yesterday morning for Windsor, when off Quaco, and near the mouth of Black River, broke her shaft, and was unable to proceed any further. Two boats were dispatched, one of which conveyed the passengers to Windsor—he o'h'r arrived here with the Creole last evening. It is not probable that she will be repaired to make any more trips this season.—[Id.]

PROHIBITION IN NEW YORK.—The New York Tribune states, "with entire confidence, and after extensive inquiry, that liquor prohibition will be upheld by the New York legislature just chosen."

TEACHERS DEVOURED BY CANNIBALS.—The missionary ship John Williams, named after the heroic martyr of Bromanga, has recently completed a voyage among the New Hebrides and other Western groups. Among the news she brings is the following:

On reaching the Island of Fate, the distressing news was brought on board that some of the teachers, with their wives, left there on the last voyage, had been barbarously murdered. Only nineteen days after they were landed, under the most cheering circumstances, the two Rangoon teachers and their wives were murdered to furnish materials for a horrid cannibal banquet.

The reason of this sudden act of cruelty could not be learned.—[N. Y. Observer.]

LATE FROM CALIFORNIA.

ARRIVAL OF THE "STAR OF THE WEST."—The "Star of the West" from San Juan de Nicaragua arrived at New York on the 25th. Her dates from California are to the 5th ult.—Below will be found a summary of her news.

The ship was free from Cholera.—The Uncle Sam which arrived at San Francisco with nearly 700 passengers which left New York on the 5th, had not a single case on board.

The Star of the West left Punta Arenas on the 18th Nov., touched at Key West on the evening of the 23d.

Steamer Cortez arrived up 21st, Sonora 29th, Uncle Sam, Nov. 31.

No news of importance from California. Indian ravages were growing serious. From Puget Sound to Shasta Butte the savages had made a simultaneous attack upon the whites, and massacred a large number.

Volunteers were turning out in all directions, and the New York troops under Major Fitzgerald had turned out in pursuit. Nearly all the tribes north of Columbia River have confederated and sworn to exterminate the Americans. A band of fifteen hundred attacked a small force of New York troops at Puget Sound, under Major Haller, and forced them to retreat. The latter had been reinforced by nine companies of volunteers, called out by Gov. Ferry, and supplied with ammunition by the sloop of war Decatur and cutter Jefferson, and was about to assume the offensive.

A still in the Distillery of Messrs. Barnett and Ashfield, at San Francisco, exploded, maiming and scalding a dozen men, and setting fire to the premises, which were entirely destroyed.

A severe gale occurred at San Francisco, Oct. 30th, doing damage to the piers and small craft in the harbor.

Business at San Francisco during the fortnight had not been very active but was improving, close flour quiet; an improvement in domestic liquors had taken place in consequence of the destruction of the large distillery of Barnett & Ashfield, and a large advance for American brandy had been refused.

COUNTY OF KENT.—On Thursday morning last, a young man by the name of Taylor, ran away with a horse belonging to a person named M-Kendrick, of Richibucto, and sold him at Shediac; but suspecting the constables were in pursuit of him, he took a gun; and after loading it, fired the contents into his body, a little below the heart. He now lies in a very dangerous state, and the doctors have very little hopes of his recovery.—[Miramichi Gleaner.]

The Standard.

WEDNESDAY, DEC. 5, 1855.

Our attention has been called to two letters signed "Investigator," which have lately appeared in the columns of our contemporary the Provincialist.

The object of "Investigator," is evidently to exonerate the Executive Government from the blame which attaches to them from the charges and accusations brought against them by ourselves, with respect to the St. Andrews & Quebec Railroad, and to counteract any political effect that our "philippics"—as he terms them—may occasion; rather than to make a fair statement with respect to the Company as he professes. If "Investigator," had confined himself to that alone, without wilful misrepresentations—we say wilful, because of the means of information, proved by his letters to be at his disposal—we should not have considered it necessary to take any notice of the matter; but while screening himself under an assumed name, in attempting to effect his object of defending the Government, he reveals himself either as belonging to the Executive himself, or, that he writes under the dictation of one or more of that body—for ourselves we are firmly convinced that "Investigator" is no other than our sham old friend, but real opponent the hon. James Brown himself, since no one but a member of Council or his confidant could by any possibility know the opinions avowed by "Investigator," but which have been so scrupulously withheld from the Company, that ever since the Government have been in existence, the regular forms of official business have been disregarded, in their intercourse with the Company; and, as we are credibly informed, not one single written acknowledgment been vouchsafed even of the receipt of a petition with claims and application for debentures or land; much less an official answer with the decision of Council.

So much misconception appears still to prevail with respect to the position of the Company, and which the assertions of "Investigator," if left uncontradicted, cannot but augment; that it appears desirable to remove the false impressions which his communications are calculated to produce. We have no intention to enter into any controversy with our contemporary's correspondent on any political question, nor shall we at this moment, again offer any opinion on the conduct of Government;—all we wish to do is to correct some of his mis-statements and false conclusions, and fairly to state the case of the St. Andrews & Quebec Railroad, and the public may then judge what clogs the progress of the Road.

There is no doubt that considerable facilities and advantages have been granted by the Legislature to the undertaking, a certain portion of which have been handed over by the Executive; nor have the Company ever attempted to deny that such is the case. It may also be admitted that certain difficulties and disputes have arisen between the two Boards and the Contractors; but it is strange reasoning to say that because the Company have received a part of those facilities, and because differences of opinion once existed among themselves, but which have now been reconciled; that therefore they are not entitled to the remainder;—and yet, such is the argument of "Investigator."

It is well known that the very cause and origin of those disputes arose in the withholding by the Executive of the facilities granted by the Legislature, and they were prolonged and embittered by the Government condescending to listen to out-of-door statements, and to interfere with the internal management of the Company, while at the same time they had their own two Directors at the Board to look after and protect the interests of the Province as a shareholder. The only true and legitimate question for the Executive to consider at any time with regard to the Company, is the correctness or incorrectness of their application either for Debentures or land. Had they confined them to this—and given a frank explicit decision on each, or any application, the Company would have known on what ground they stood; but instead of this the Government have meddled in matters out of their jurisdiction, thereby creating difficulties and disputes, then, have taken advantage of those very difficulties as an excuse to gratify and at the same time palliate their secret but firm determination to oppose the Road.

We have not time nor space to devote to the analization of "Investigator's" alias Mr. Brown's letters, paragraph by paragraph, else, it would be easy to prove that his "plain statement of facts" is nothing but a distorted and falsely coloured view of conduct and disposition on the part of Government, which are entirely inconsistent with "the fear of God in the heart, or the love of truth."

DAY OF THANKSGIVING.—We are happy to notice that His Excellency has appointed Thursday the 13th inst., to be observed in this Province as a day of general Thanksgiving. We hope the day will be kept as a holiday. We trust that in future the Executive will appoint a day of thanksgiving at the close of each harvest.

ST. JOHN YOUNG MEN'S CHRISTIAN ASSOCIATION.—We have been favored by Mr. Geo. H. Smith, with a copy of the Constitution and Bye-Laws of the above mentioned Association, with the inaugural address of its President, Hon. W. B. Kinnear. The address is worthy of being extensively read—and the Association are highly favoured by having its pious and gifted author for their President.

MARINE DISASTER.—Schr. Sarah Ann, Taton, master, from Deer Island, bound to St. John, cargo, Dried Fish, was lost on the morning of the 29th Nov., between Point Lepreau and the Wolves. Vessel and cargo uninsured.

ALMANACS FOR 1856.—We have received from the Publisher, Mr. Avery, a copy of his Almanac for 1856; it contains the usual amount of useful information, and is got up in Mr. Avery's good style.

STEAMER ADMIRAL.—From an advertisement in our columns it will be seen, that the Steamer Admiral will, for the remainder of the season, leave St. John every Tuesday, and Boston every Friday. This change has been effected by Geo. Thomas, Esq., the active agent in St. John.

Within the year no event of such importance to the people of these Provinces has occurred, as the promulgation by the Emperor of the French, of the decrees admitting foreign vessels to a French registry, on a payment of ten per cent. duty, and admitting ship timber duty free, provided it be used within one year from the date of importation. It is said that the French mercantile interest was long desirous of this change, and there can be little doubt that it will give an astonishing impetus to ship building in B. N. America. If our shipbuilders display their usual energy and enterprise, they may easily secure almost a monopoly of the vast trade thus unexpectedly thrown open, as the ship builders of no other country can successfully compete with them. The Americans we know can not, and the sailing vessels built in England are of too expensive a kind and too old fashioned in shape to sell in any great numbers, although England will probably supply a great number of small steamers.

At present the vessels employed by the French in their commerce are generally under a thousand tons burden, and for some time ships of from 500 to 800 tons, and even vessels of a smaller kind will find the readiest sale. No doubt our shipbuilders will set to work at once to make themselves acquainted with all that is necessary to know, in order to enter fairly on this new field of speculation.—[Freeman.]

HOLLOWAY'S PILLS, a certain antidote for Dropsical Swellings.—Mrs. Elizabeth Henderson, of St. Catherine's, N. B., aged 45, suffered intensely from a general decline of health, her feet and legs began to swell, strongly indicating dropsy, and she became so much worse in the course of a few weeks, that she was totally confined to her bed; at last, her death was hourly looked forward to by her husband; he made up his mind, as every thing else had failed, to try the effect of Holloway's Pills, which his wife commenced using; after four weeks perseverance with them, she was completely cured, having by means of this medicine safely passed that dangerous period of woman's existence. These Pills are also a wonderful medicine for young females with obstructed menstruation.

A capital farmer in Lincolnshire had a favorite greyhound, which was generally his kitchen companion, but having a parlor party he ordered his dog, by way of keeping that room clean, to be tied up. About an hour after he inquired of the servant if he had done as he had directed. "Yes, sir, I have, I dare say he is dead before now." "Why, fellow, you have not hanged him!" replied

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the master. "Yes, sir, you bid me tie him up."

Married.

On the 25th ult., by the Rev. Thomas W. Street, Mr. Henry John Rogers, to Miss Zilpha A. Dargan, both of St. Stephen.

Died.

At St. John, on Friday evening, after a protracted illness, which she bore with perfect resignation to the will of her Heavenly Father, Susan C., the beloved wife of Mr. Edward R. Lockhart, and third daughter of George Whiteker, Esq., of that city, in the 31st year of her age, leaving four children and a large circle of relations and friends to mourn their loss.

Shipping List.

Dec. 1st.—Schr. Julia, R. Waycott, New York, 4our.

Notice to the Public.

THE MAILS FOR ENGLAND will close at this Office on Friday the 7th inst., and Tuesday 11th inst., at 6 A. M., via New York, and on Sunday 16th inst., at 9 A. M., via Halifax.

The Postage for the United Kingdom, via Halifax, is 7d single rate, and via New-York 1s. 5d, pre-payment optional.

By Order, G. F. CAMPBELL, P. M.

Post Office, St. Andrews, Dec. 1, 1855.

DR. R. R. PATTERSON, SURGEON DENTIST, Respectfully informs the inhabitants of Saint Andrews, that he has removed his Office to the new building, nearly opposite the Bank and Telegraph Office, Eastport; where he will be happy to wait on all who may require Dental operations. Artificial teeth, from one to an entire set, inserted on pivots or plates; all operations performed on the most approved principles, and warranted to give entire satisfaction. Dr. P. will occasionally visit St. Andrews, timely notice of which will be given.

FOR SALE BY PRIVATE CONTRACT.

THE HOUSE, Lands and Premises, recently occupied by George W. King, at the Reeling Dam, St. Patrick. Apply to St. Andrews, Dec. 1. R. M. ANDREWS.

FINAL ARRANGEMENT FOR THE SEASON.

CHANGE OF DAYS. For the accommodation of the Public.

Steamer "Admiral,"

CAPTAIN M. SMALL.

Will leave St. John every Tuesday Morning at 9 o'clock, for EASTPORT, PORTLAND, and BOSTON. Returning, will leave Lincoln's Wharf, BOSTON, every FRIDAY Morning, at 10 o'clock, and PORTLAND the same evening, on arrival of the 24 o'clock Train from Boston, for Eastport and St. John.

Passengers ticketed either by Boat or Railroad from Portland to Boston. The "Admiral" being the only sea-going Steamer on the route, Importers will have an opportunity of getting their Goods in good order, and at a reasonable rate of Insurance.

Plans of the Boat can be seen, and staterooms secured at the office of GEO. THOMAS, Agent, Dec. 4, 1855. 82 Water Street.

Through Tickets to all the principal Stations in the Western Country can be obtained at the "Admiral's" Office.

A Dinner Set, for sale.

A HANDSOME DINNER SET, of the newest fashion—recently imported from England.

J. W. STREET.

December 4th, 1855.

Selling Off.

THE Subscriber intends closing his business for the Season, and will SELL AT AUCTION, on Tuesday 22d Dec'r, inst.,—

The whole of his STOCK IN TRADE, Consisting of:—

Boxes and half boxes Raisins, Brandy, Gin, Wine and Spirits, in wood and bottle;

And a great variety of other articles.

JAMES BOYD.

St. Andrews, 3d Dec. 1855.

Notice.

THE Subscriber intending to close his business for the Season, requests all persons indebted to him to pay their several amounts due by the 30th day of this month, otherwise they will be put in train for collection.

JAMES BOYD.

St. Andrews, 3d Dec. 1855.

CARD.

THE Subscriber begs to inform the Inhabitants of St. Andrews, that his engagement with Messrs. Storr & Co. having terminated as CUTTER and SUPERINTENDENT OF THEIR TAILORING DEPARTMENT, he has commenced business in the room over Little's Shoe Store, where he will be happy to execute all orders in the TAILORING LINE entrusted to him, with neatness and despatch, and in the newest fashion, patterns of which he constantly receives.

Garments made up in every style to suit the public taste.

THOMAS BROWN.

St. Andrews, Nov. 27, 1855.