European Intelligence.

SECOND DESPATCH.

(Via the Fredericton and Quebec Line.)

NEW YORK, March 20.

The Persia arrived at her dock at 8 this morning. The Persia and the Quaker City arrived at Liverpool together on the morning of Saturday the 21 inst. Both steamers were detained off the bar for want of water for some hours.

The Quaker City sailed from Liverpool at 10,30 on the night of Wednesday. She took out the report of the signing of the preliminaries of peace, but subsequent information would imply that the Plenipotentiaries had merely appended their names to the Parliamentary formalities. She also conveyed the speech of the Emperor Napoleon in the Legislative Assembly, in which he spoke in cordial terms of the English alliance, and while he hoped for peace, it was necessary to be prepared for either peace or war.

The Persia brings nothing to add to the above, excepting a general rumor that negotions proceed satisfactory.

THE CONFERENCE.

Nothing in reality is known of the proceedings of the negociations. The "Emancipation Belge" publishes a communication purporting to proceed from Paris, which says that the first four points were decided on Thursday, and that the discussion of Saturday to be very warm, and was so in fact between Baron Brunow and the English Plenipotentiaries, during which Count Orloff remained quiet, but at last he broke his long silence, and said as follows;—"Peace must be restored to the civilized world. We are all great enough to pass over certain details in the treaty of Adrianople, and to me it belongs to tear it. We accept the rectification of the limits proposed for Bessarabia, and for the Asiatic Provinces, we adhere to the condition about not re establishing the fortress of Bomarsund, and desire that the Isles of Aland shall be a menace for no one. There is no doubt we will give up Nicolaieff without compensation, and the city of Kars to our ancient ally the Sultan."

The 'Emancipation goes on to say that this language caused, as well it might, a profound sensation; so profound that the Plenipotentiaries remained silent, no doubt with joy. One of them found his utterance so strong as to be able to say—"After we are all agreed let us sign." The signatures were at once affixed, and the Plenipotentiaries shook hands and parted. The Emancipation unluckily adds, that on the following day, Monday, the Emperor's speech would contain the announcement about peace.

This story is regarded about Paris as something similar to that of the first taking of Sebastopol, and has already obtained the appellation of "*Canard a la Tartar.*"

Despatches from Berlin speak of a similar statement of things, and it is expected that a combination exists both in Paris and Brussels for the fabrication of news with a view to Bourse speculations.

THE CRIMEA.—Delegates from the two armies had met to regulate the details of the armistice.

BALTIC.—From Hamburg, March 5 h, it is stated that two Russian war steamers, accompanied by three gun-boats, have got out of Sweaborg by breaking the ice.—These ships have appeared in the Baltic.

THE FALL OF KARS.

The papers relating to the fall of Kars have been laid before Parliament, published in the Blue Book. They embrace the whole subject of the war, the defence and fall of Kars, the conduct of Lord Stratford, the proceedings of the Allied Generals, and the Policy of the Allied movements. The Book discloses some singular circumstances. On the 14th of July, 1855, Gen. Simpson forwarded to the Government the particulars of a conference attended by Gen. Pelissier, Gen. Mormora, Admirals Lyons, Bruat, Stewart, and Gen. Simpson, at which Omar Pacha endeavoured to induce them to send a portion of the troops from the Crimea to Asia. Omar offered to proceed with the 25,000 men whom he brought from Eupatoria, to Asia, for the purpose of relieving Kars. All the Generals and Admirals were unanimous in rejecting his proposal, and as he still maintained his opinion, he left for Constantinople, to lay the plan before the Sultan. In order to counteract Omar's proceedings, the General wrote thus to Lord Stratford de Redcliffe:—"Use your powerful influence to cause our opinion to prevail over that of His Highness, for great public interests are at stake, and serious consequences might result from his success."

Omar Pasha's plan was to make a powerful diversion from Redoubt Kaleh, with the view of menacing the communications of the Russians, and compelling them to raise the siege of Kars. This project found favour in the Turkish Councils at Constantinople. Lord Clarendon also seems to have approved of, at least, a trial of the plan, and attributed the opposition made to it to the Turkish Government. He (Clarendon) therefore wrote to Lord Cowley at Paris in these terms:—"I regret that the French Government should oppose the expedition, and the British Government would doubt whether it were wise, even if they had the right to do so, to object to the adoption of such a course by the Porte, since the void made by the withdrawal of Omar Pasha's troops from the Crimea might be filled up by sending Gen. Vivian's contingent to either Balaclava or Eupatoria."

On the 4th of August, Lord Cowley replied by telegraph:—"The French Government will not oppose the projected expedition to Asia Minor under Omar Pasha provided that the numbers of the Turkish contingent before Sebastopol, are not diminished."

On the same day Lord Clarendon telegraphed to Lord Redcliff:—"Omar Pasha can go to relieve Kars, provided he does not diminish the Turkish troops before Sebastopol or disturb the garrison of Yanikale."

General Williams meantime continued note after note to Lord Redcliffe, and at length he complains that he had written fifty-four despatches and fifty-four private letters, and the only reply he received was a request to try to "recover some Russian Ladies who had been carried off by a Turk! Desire Vivian to hold himself in readiness to go to Eupatoria with his Turkish contingent." Napoleon seems to have interposed some new objections.

On the 29 h of August, Lord Cowley again writes to Clarendon, and says the Emperor has no objection to the removal of the troops from Balaclava, and to their being replaced by others, provided that the allied commanders have no objection, but he will not take upon himself the responsibility of saying more.

On the 10 h Dec. General Codrington writes to Lord Stratford—"I wrote Marshal Pelissier in the general tone of your letter, expressing to him the great object it seemed to be to get the Turkish troops to Trebizond, and that if done at all it should be done at once, and offer my assistance, if I could by communication with the Government navy to further this object." His answer was that he could not consent to their leaving Eupatoria without the express sanction of the Emperor of the French.

At length Lord Redcliffe vouchsafed the following lame explanation:—"It remains for me to say a word respecting my silence towards General Williams. It has in truth continued longer than I intended. It originated in my anxiety not to occasion disappointment by announcing measures that might or might not be carried into effect. I know that during the winter season little comparatively could be done, and I preferred under the pressure of business flowing in abundantly from other sources, to give my correspondent an answer in full, rather than keep up a succession of partial communications."

The British ship Morning Light, (built by Messrs. Wright, of St. John.) Capt. Gillies, sailed from Mobile on the 8 h, with the largest cargo ever taken out of that port by any one vessel. This cargo consists of 5,859 bales of cotton, with a large lot of logwood. The weight of these bales is 3 002,548 lbs. an average of very nearly 512 pounds to each bale.

IMPORTANT MEMORANDUM.—In the correspondence submitted to the House by Message in reference to the Liquor Law, appears a memorandum, or communication from His Excellency to His Council, dated April 10 h, 1855, from which we make the following extract:—

"Should the Executive Council advise the Lieutenant Governor to give his assent to the Bill, they will of course be prepared to assume the responsibility of enforcing it.—On the other hand, should the Executive Council be of opinion that the measure is not in accordance with the wishes of the People of the Province, and should they advise His Excellency to withhold his assent from the Bill, His Excellency will be prepared to act upon that advice, *and to take the sense of the People of the Province with respect to the measure*, in the manner which the Constitution prescribes."

Upon the receipt of the above memorandum the Council assence, and unanimously (with the exception of Mr. Steves, who was absent through sickness) advised his Excellency to give his assent to the Bill!—Messrs. Ritchie, Johnson, and Smith opposed the Bill in the House, but when they were told that an appeal would be made to the country if they advised it, they found the pill too bitter to swallow, and by their advice the Bill became law!

The search for the Steamship Pacific.—Sandy Hook, March 29 5½ P. M.—There is no probability of the steam propeller Arctic getting in near enough to board her to night. She is under sail, very slow. She sent the report of her cruise ashore at the Highlands, and after making some enquiries again proceeded to sea. She has been cruising between Sable Island and lat 37°, but saw no vestige of the Pacific or any other wreck.—All well on board.

NEW YORK FLOUR MARKET, March 21.—Flour easier. Common to state Sale $6 75 to 7; Upper Lake, $7 to 7 25; common to good Ohio, $7 12 to 7 25; Southern steady, mixed to good, $7 75 to 8; fancy and extra $8 12 to 9.

The ship James Baines had arrived at Liverpool, with 90,000 ounces of gold from Melbourne.

Joseph Salter, Esq, was re-elected Mayor of Moncton at the annual election on Monday last.

PROPOSED RAILWAY TO INDIAN TOWN.—We are informed that Wm. K. Reynolds, Esq., to whose enterprise and business ability we, in a great measure, owe our Suspension Bridge, has it in contemplation to form a company for the construction of a line of railway from this City to Indian Town. The whole distance by the proposed route is stated to be about a mile and three quarters, The grade of the road to be the same as that of the contemplated European and North American Railway. A Bill is now in course of preparation, which, we understand, was to have been before the Grand Jury to day, preparatory to its being submitted to the Legislature. The project is a feasible one, and has been long talked of by some of our citizens—it being admitted on all hands traffic, &c., between this City and that place are amply sufficient to justify the undertaking We are glad to see that a movement in the matter has been made by Mr. Reynolds—a gentleman whose qualities eminently fit him to carry out such an enterprize to a successful result.—*Courier, 22d inst.*

The Standard.

WEDNESDAY, MARCH 26, 1856

The business of the Legislature drags its slow length along; the ordinary routine business generally occupies the House each morning until about 12 o'clock, after which the debate on the Government railway measures (which commenced on the 19th inst.) is taken up, and from present appearances, it is not improbable the Session of the Legislature may be extended to the 1st May next From the telegraph report of the speeches there appears to be no union of sentiment on the Railway Bills, and it is feared that the Session will be allowed to pass by, without one measure being adopted. The St. John and Shediac Railroad has more friends in the House than any other scheme; but the majority appear anxious to continue Jackson & Co's contract to complete the Line, in preference to their surrendering it on the payment of £46 800 stg., in addition to £43,200 already paid them.

The Bill to repeal the Prohibitory Liquor Law, is still before the House,—Mr. End the introducer of the bill is not anxious to bring on the discussion for a short time; there appears to be a disposition on the part of the anti-prohibitionists in the House to place the onus on the Government of having the Law repealed; and one member of the Executive declared that he would vote for its repeal, were his doing so, even to sink the Government.

The bill introduced by Mr. Boyd, for a Public Cemetary for St Andrews, will no doubt pass the Legislature.

PUBLIC MEETING.—We have been requested to remind the Rate Payers of the Parish, that the meeting for the Election of Town and Parish Officers will be held on Tuesday next, when it is hoped that those interested will be present, and take part in the proceedings. Three respectable and well qualified persons must be chosen to fill the responsible office of Revisors of Electors for Members of Assembly.

THE MECHANIC'S MACHINIST'S, AND ENGINEER'S PRACTICAL BOOK OF REFERENCE.—By Charles Haslett, Civil Engineer.—New York: Stringer & Townsend.

The author has presented us with a copy of this useful book, which can be carried in the pocket and contains an amount of valuable information not to be had in any work heretofore published—in fact it is "a practical pocket guide to all classes of Mechanics and Engineers." The tables have been prepared with great accuracy and may be relied on; as a book of reference to mechanics it is invaluable That part of the work devoted to Railroad Engineering, will be found not only interesting, but of great service to gentlemen engaged in that pursuit, containing formulæ for the various methods of running and changing lines, locating side tracks and switches, &c., &c Tables of radii and their logarithms, natural and logarithmic versed sines and external secants, natural sines and tangents to every degree and minute of the quadrant and logarithms of natural numbers from 1 to 10,000.

Provincial Parliament.

LEGISLATIVE SUMMARY.

MARCH 20.

The bill to alter the division line between the Parishes of Chipman and Waterbury in Queen's County, was postponed for 3 months The House proceeded to the consideration of the Railway Bills at 12 o'clock Mr. End condemned the scheme in toto; he stated that he was appalled by its magnitude

Mr. Kerr followed also in opposition and took the ground that the condition of the Province would not warrant such heavy undertakings; the only line to which he was favorable was that from Shediac to the Bend.

Hon. Mr Tilley delivered a speech of nearly 2 hours and a half in length; he reviewed the arguments that had been used by the opponents of the scheme, and defended the course pursued by the Government respecting Railways. He believed that if the bill were not passed, we should be without Railroads for some time. Debate to be resumed on Saturday. Mr. Gray and others anxious to adjourn House until Monday.—Not acceded to.

Bill to incorporate Victoria College passed the Legislative Council.

MARCH 22.

No business done this morning owing to absence of Members on committees A bill relating to the Atlantic Telegraph Co., was presented by Mr. Gray, and referred to a committee; more petitions presented for and against the removal of the Shiretown of Kings.

Bye road committee met this morning; estimates not yet before the House—amount appropriated said to be less than that of last year.

The House resolved itself into consideration of the Railway Bills at half-past 2 o'clock; a short discussion took place, a motion was made to postpone till Monday, amendment by Mr. Gray that bill be not taken up again till 31st March, which was lost, only two voting for it—original motion carried.

No business of importance transacted, several bills presented; a long discussion took place upon the proposal of certain amendments to Revised Statutes—progress reported.

MARCH 24.

After transaction of routine business this morning progress was reported on the Bill to incorporate the Trustees of St. Davids Church in the city of St. John. The bill relating to the European & North American Railway, was taken up a few minutes before 12 o'clock. Mr. Steadman spoke for upwards of one hour in support of the scheme and in justification of the arrangement with Jackson & Co.

Mr Wilmot spoke briefly in condemnation of the scheme; he considered the undertaking too heavy for the Province

Mr. Hayward made a short speech in favor of the scheme and scouted the idea of making it a second trial of the Government.

This was contradicted by Mr. McPhelim, who spoke for one hour and a half in opposition to the construction of Railways on the St. John River, and in favor of the line from St. John to Shediac

Mr. Allen spoke for half an hour in support of the first Bill; he was not favorable however to all the details of the scheme.

Mr. Hayward condemned the scheme, and believed its effects would be felt by future generations

House adjourned a few minutes before 6 o'clock.

PROVINCIAL RAILWAYS.

The railway debate was commenced on Monday by the Attorney General in a very long speech, during which he labored hard, showing evident symptoms that he had an uphill fight and a bad cause to sustain. On Tuesday, the debate was continued, the speakers during the day being Messrs Harding, Boyd, Brown and Gray. The latter gentleman spoke about two hours in opposition to the Government scheme, and advocated the completion of the Shediac railway by Messrs. Peto & Co., under their contract, but according to the terms proposed by Sir Morton Peto in his letter to Mr. Ritchie of June last.

We believe we can say, in all sincerity and truth, that this is the plan which would give greatest satisfaction in this community There is a very general feeling against breaking up the existing railway contract, and paying a further sum of £47,000 sterling to Messrs. Peto & Co., especially after their offer to go on and complete the work, the Province taking the position which the Railway Company ought to have occupied, but which it cannot fill. The opinion is universal among business men that the terms imposed by Messrs Barings are altogether too expensive, and that the restrictions they impose are too stringent, besides being degrading to the credit and standing of the Province. If after we have expended £800,000, the Messrs Barings refuse to go further, what can we do? We may be left with several unfinished railways on hand infinitely worse off than we are now, and that is quite bad enough

The Government railway scheme is altogether too large and too expensive; and much as we desire railways we have no wish to see the Province rush into them in such a manner, that instead of securing the end desired, it may be without any complete railway for many a long year.—*N. Brunswicker 20th inst.*

We learn from the New York Albion that a Prohibitory Liquor Law has been rejected in the Canadian Legislature.

FATAL CASUALTY.—We are informed that Eleazer, son of Mr. Jacob Wiggins, of Grand Lake, Queen's County, came to his death about a fortnight since while engaged in hauling logs out of the woods in that vicinity. It appears that the deceased, who was alone, was driving three horses with a sled heavily loaded with logs, and it is supposed that one of the logs got out of place, and in his efforts to replace it, he fell and it rolled off the sled upon him, as his lifeless body was found beneath it. The melancholy death of this young man, who was in the 20th year of his age, is deeply regretted by his family and his friends, by whom he was much esteemed *Courier.*

☞ A Bill to repeal the export duty on Hackmatac Knees, passed the Legislative Council on the 13th instant, by a vote of 10 to 5.

The Bill to extend the Charter of the order of the Sons of Temperance was thrown out by the Legislative Council on Thursday, by a vote of 10 to 7

A despatch from Copenhagen, states that the Great Belt is free from ice

Married.

On the 19th February, at St. Mary's Church, Bryanston square, London, by the Rev. W. H. Shore, brother in-law of the Bride, Richard George Davies Lloyd, Esq., son of the late R. J. Lloyd Esq. of Elmonston House Cheltenham, to Elizabeth, eldest daughter of the late Charles S. Putnam, Esq. of Fredericton, New Brunswick, barrister-at-law.

Died.

On Sunday last, 23 inst., after a short illness, Mr Richard Gray, aged 76 years,—one of the oldest inhabitants of this Town.

At Woodstock, on the 11th instant, after a short illness, Charles Ketchum, Esquire, in the 68th year of his age.

At St. John, very suddenly, of apoplexy, on the 17th inst., Ann, relict of the late Abel T Estey, formerly of Fredericton, and daughter of the late George Henderson, of Chatham, Miramichi, aged 56 years.

Shipping List.

PORT OF ST. ANDREWS.

CLEARED.

March 24, Schr. Utica, Clark, Boston, Bark.

New York, March 10.—cleared—Schr Alma, Snelligrove, Aspinwall and Jamaica

Notice to the Public.

THE MAILS FOR ENGLAND will close at this Office on Friday 28th March, at 6 A. M., via New York, per British packet, Tuesday 1st April, at 6 A. M., via New York, per U. S Packet, and Sunday 6th April, at 9 A. M. via Halifax.

The Postage for the United Kingdom, via Halifax, is 7½ single rate, via New-York by British Packet 10d, and by United States Packet 1s. 2½d. pre-payment optional.

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

Post Office, St. Andrews, March 25, 1856.

LIST OF LETTERS

REMAINING in the St. Andrews Post Office, 20th March, 1856.

Dunby, George	McCurdy, Mr.
Dixon, Mrs Elizabeth	McLeod, Miss Jannet
Giles, Daniel	McCann, Peter
Henderson, Mrs Ellen	Mugford, Wm. R.
Hilme, James B.	Mickouligen, James
Loch, Robert	Maxwell, James
Lord, Joseph	Nash, Francis
McLeod, Miss Maria	Steen, Cyrus
McCracken, Mrs M.	Scott, Henry 2
McIntyre, James	Sinclair, William
McLellan, James	Snide, John
McDermott, Wm. H.	Venning, Jacob H.
McBee, David	Wibberly, Edward.

Persons calling for any of the above will please say "advertised."

GEO F CAMPBELL, P. M.

County Accounts.

PERSONS having accounts against the County must leave them at the Office of the Clerk of the Peace, by ten o'clock on Tuesday 8th April, next March 26.

For Sale.

ONE Quarter of the SHIP YARD at Chamcook, owned by Messrs. John, Robert and William Townshend, containing about one acre and a half Apply to

March 25. WM. TOWNSHEND

To Let,

THAT COTTAGE, with a good Barn and Garden attached, corner of William Henry and Parr streets, adjoining the residence of Mr. James McCarty. Possession given 1st May. Rent moderate. Apply to

JOHN McCARTY

March 19, 1856.

Meeting of Courts

THE Courts of General Sessions of the Peace and Common Pleas for the County of Charlotte, will sit at the Court House in St. Andrews on Tuesday the 8th day of April next, at 12 o'clock.

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 22d day of April 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, March 4, 1856.

To Let.

THAT valuable Property on Water street, at present occupied by Mr J M McGrott, as a Fancy Dry Goods Store. The House and out-buildings are in good repair. Possession will be given on the 1st day of May next For particulars, apply to Mr. John Bradford, St. Andrews, or to the subscriber at Eastport.

SAMUEL KYLE.

St Andrews, Feb 25, 1856

FOR SALE BY PRIVATE CONTRACT.

THE HOUSE, Lands and Premises, recently occupied by George A King, at the Rolling Dam, St Patrick. Apply to

St Andrews, Dec 1 R M ANDREWS.

JOHN [illegible] POWELL & CO.,
Manufacturers and Wholesale Dealers in
WINDOW SHADES & FIXTURES,
352 WASHINGTON STREET, BOSTON.
☞ Sole Agent for Bray's Patent Balance Spring Fixture.

Poor-House a

THE Commissioners will receive Tende their Secretary until the at twelve o'clock, for B PAUPERS for one year The person tendering sum per week each he w pers, he taking the Farm per annum and signing the one under which the The person whose t will have to give sufficie sum of £200, for the fa of his Contract.

The Commissioners selves to accept the lowe

By Order of the
THOS. T

St. Andrews, 12.h Feb

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By Order of th
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St. Andrews, 12th

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Feb. 13, 1856.

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