

## European Intelligence.

From papers by the Europa.

Operations on the Atlantic cable were going actively forward. The frigate Niagara would be compelled to leave her berth at Plymouth on the high tide of May 6th, or remain another month, as her great draft of water would prevent her getting out except at the highest state of tide. Experiments with the new paying out machinery was giving general satisfaction.

A bill was introduced and read a first time, abolishing the property qualifications of members of Parliament.

Application was also made in the same Court by the Chairman of the Great Northern Railway Company for criminal information against the London Times for certain alleged libellous strictures upon him. Motion refused.

The Citizens of Manchester had given a banquet to Sir James Brooke, the rajah of Sarawak.

A serious riot occurred between the English and Irish laborers in more districts near Newcastle on Tyne. The military had to be called out and restored order.

Queen Victoria had been reviewing 15,000 troops at the camp at Aldershot.

Pelissier was expected to visit the Queen at the camp.

The Dusseldorf Gazette starts a rumor that Queen Victoria is again in an interesting situation.

Money continued over abundant, and the best bills were readily negotiated at 2½, and in some cases 2½ per cent. Applications for discount at the Bank were extremely light.

The London stock Exchange on Friday closed steadily, although the funds were, for some time, depressed by Naples having rejected the demands of Sardinia.

INDIA.

The Calcutta mail of March 23rd, reached Alexandria April 23rd. There is intelligence from Lucknow to the 22nd of March. On the 20th, Brigadier Campbell's force returned from pursuit of the enemy. On the 21st, the Nombries Nana's retreat was stormed. He escaped, and a reward of fifty thousand rupees had been offered for his head.

Gen Outram's force had discovered and destroyed the rebels in Lucknow, and the prime minister is reported as killed.

The fanatics continued to fire. The British Governor General's proclamation calling on Zemindars to submit, had produced no effect. Oude is pacified. The enemy was flying towards Secunder Jung Bahadur goes to Allahabad. No civil officer had been sent to Lucknow by Government. Some of the inhabitants were returning to the city. The heat was increasing daily.

Sir Hope Grant dispersed a body of insurgents under Rajah Jai Lal Singh, at Karee, and took twelve guns.

The disturbing act was being enforced in the North West Provinces.

The sentence on the King of Delhi had not been made public.

In Calcutta the import market business in general was limited. Produce market dull. Government securities had improved.

Exchange on London 2½ to 2½ for credit; 2½ to 2½ for documents.

CHINA.

Hong Kong dates are to the 15th. March. Canton continued tranquil. An imperial edict was received on the 6th of March. Yeh's conduct is condemned. He is degraded and a successor is appointed. The latter is to settle the disputes with the barbarians, who, excited with Yeh, had entered the city.

Lord Elgin and his colleagues had left for the north.

At Hong Kong business in imports was inactive. Exchange 4s 8½ to 4s 9½. Tea—Prices continue well supplied. Stock heavy.

FRANCE.

The sensation created by Bernard's acquittal was subsiding. It was reported that the Constitutionnel was to receive warning for its inflammatory article on the subject.

An imperial return asserts that next year France will have 150 iron paddle and screw steamers, independent of sailing ships fitted with screws, and gun boats, steam transports and floating batteries.

The elections were to take place in Paris the day after the Europa sailed. General Perrot, who was nominated by the opposition, had avowed himself a Government candidate.

M. Louis Fould, brother of the Minister of Finance, is dead.

It is stated that the Director of the Constitutionnel has been dismissed for the article on England. He receives an indemnity of 50,000 francs, which every director is entitled to in case of a sudden removal. The paper will now print conciliatory articles.

The House has become more buoyant. The three's closed firm on the 23rd, at 63, 80.

ITALY.

A despatch from Turin of April 23d, says:—The reply of the Court of Naples to the last Sardinian note was officially communicated to-day to Count Cavour. It is couched in moderate terms, but contains a flat refusal of Sardinia's demand.

The report of M. DeVarick, president of the Committee of the Legislative Corps on the Budget, insists on a real equilibrium being established between the revenue and expenditure, without having recourse to extraordinary resources; it recommends the abolition of the tax called "second decime," established for a temporary purpose during the Crimean war, and asserts that the honor of Government is involved in its abrogation.

tion. Report points out that the proper way to effect this is not to rely upon improvements in revenue, but to prepare the way by a reduction in the expenditure.

Lastly, the report complains of the Legislative Corps in reference to the estimates, and that its suggestion for retrenchment are of no avail if opposed by the Council of State. The Minister of this morning (Saturday) announces that the statement in the "Independence" that France is increasing her naval armaments, is untrue.

According to the Ministerial Journal of Berlin the Emperor's commission, Mr. Danneberg has decided in favor of Sardinia north of that water.

The Paris correspondent of the Times says that M. Rance, director of the "Constitutionnel," has been restored to his post on the paper.

AUSTRIA.

It was rumored, but not credited, that England had requested the Austrian Government to act as mediator between England and Naples.

DENMARK.

The semi-official Journal of Copenhagen announces that if the German Diet does not accept the last propositions of the Danish cabinet, Denmark will not make further concession in the question of the Dutchies.

PERSIA.

According to a French account, new difficulties have arisen between England and Persia, the English claiming that the treaty has been violated.

CAPE OF GOOD HOPE.

Advices are to March 20th. The enlistment of Kaffirs for service in India was progressing slowly. Conflicts between the natives had again commenced.

Latest dates from the West coast of Africa report that Dr. Livingstone had left Sierra Leone for the Cape of Good Hope.

The coast trade was dull, and the natives were holding out for higher prices.

LATEST BY TELEGRAPH TO LIVERPOOL.

London, Saturday, 17th March.—The Siecle formally accuses the University of endeavoring to provoke bad feeling between the French and English nations, and asks how the honor of France can be effected by the verdict of twelve English jurymen.

MARKETS.

Consols 95½.

Cotton advanced one quarter. Sales for the week 88,000 bales.

Wheat 1d. Flour 6d lower. Corn active, and advanced from 6d to 1s.

Timber continues in a depressed state, with few indications of improvement.

A MONSTER FARM.—It is stated that several men of wealth in New York, Buffalo and Chicago have it in contemplation to establish somewhere in the West a leviathan farm of from 100,000 to 200,000 acres. Their object is to do for agriculture, by the use of combined wealth and the power of machinery, what has been done in the past half century by the railroad and factory to supersede the old stage coach and spinning wheel.

They will organize the vast tract into two rivalized establishments, with a military organization of labor, gigantic machinery, to plow, plant, reap and render harvests; vast herds of horses, sheep and cattle of the most select stock, and the cultivation of fruit and grains on a large scale.

On Monday, John Johnston, Esq., the late Police Magistrate was buried, and on Tuesday his brother Charles Johnston, Esq., High Sheriff of the City and County of St. John died. The Sheriff returned from the United States by the steamer on Friday to attend the funeral of his brother, and was taken ill immediately after. His gentlemanly courteous manners and kind disposition made him a general favorite, and his premature death is regretted by his fellow citizens of all ranks and classes.—[Freeman.]

Mr. Parker of Boston, an Engineer of eminence in the United States has been engaged by the Government as consulting engineer for the European and North American Railway.

Though flour is only worth five dollars and a-half a barrel, potatoes are selling in the market for four shillings, and six-pence a bushel. In New York we are told they are worth only sixty cents. Why are we not better supplied?—[ib.]

EFFECT OF THE REDUCTION OF TOLLS ON FLOUR.—The Buffalo Courier says the Western Transportation Company shipped more flour by canal on Saturday than during the whole season of 1857; and further, that they will ship during the present week at least 10,000 barrels. We are satisfied, from what we learn of contracts already made and to be made, that more flour will be shipped from Buffalo by canal during the coming month of May, than during the whole season of 1857.

OBITUARY.—By the last English mail intelligence of the death of George S. Flood, Esq., was received. Mr. Flood was a native of Fredericton, distinguished for talents of a high order, and leaves a memory which will be cherished by the very many who by his departure have lost an esteemed friend.—[Head Quar.]

An attempt was made in Canada to abolish the usury laws. The Bill was introduced by the Solicitor General for Canada East, and up to the last advices it was still being discussed. It appears that the House was pretty equally divided upon it.

A French paper, the *Courier de Paris* speaking of the occupation of Perim, says the possessor of that Island completes in an

admirable manner the network of strategical position which insures the security of British commerce and of the British navy.

From the following extract it appears that the Town of St. Andrews is to be the terminus of the Atlantic and Pacific Railway.

England to China in Sixteen Days.

A new and most unexpected solution of the great geographical and the not less great political problem of inter-oceanic communication between the Atlantic and Pacific, is about to be furnished, and in a way that shall obviate a repetition of Clayton Bulwer embroilments, while rendering impossible the objections that surround the various Central American transits. It is a railway plan entirely through British territory in connection with the Grand Trunk and St. Andrews and Quebec lines. As only 200 miles of railway require to be made between Riviere du Loup and Woodstock, it is proposed that the provinces of Canada and New Brunswick should undertake the completion of that link, without asking any aid from the Imperial Government or Legislature. An unbroken line having been made from the Atlantic to the southern extremity of Lake Huron, at the expense of the provinces, it is thought that the Imperial Government may then be applied to for aid to carry the line westward to the Pacific.

The Grand Trunk line terminates at Sarnia, but in order to confine the projected line entirely to British territory it will diverge therefrom at Belleville, and run north-westerly until Lake Superior is reached, when it will follow the boundary between the United States and the territories of the Hudson's Bay Company to the shores of the strait which separates Vancouver's Island from the main land. The financial portion of the scheme involves a guarantee from the Imperial Government of a minimum of 6 per cent. on some twelve or fifteen millions, and the grant of the land required, as was done by the Government of the United States in the case of the Illinois Railway.

This plan, it is alleged, would bring India and China within sixteen days of England.—[London News of the World.]

ST. ANDREWS, MAY 12, 1858.

American and European Railroads.

We know of no subject of more paramount importance to the people of New Brunswick than that of Railways—their construction, management, and cost of maintenance. It is very obvious that for some years to come, a heavy tax, (swallowing as it will, half the ordinary revenue of the country,) must be imposed to complete even the single Provincial Railway from Shediac to St. John, now in course of construction; and with the example of Nova Scotia before us, every proper expedient should be employed, to lessen as much as possible the expense of construction, consistent with the character of the undertaking. It is not our purpose here to enquire whether such economy has been practised; this however we may state, from published facts, that the Shediac Railroad is costing more than double the sum that the N. Brunswick & Canada Railway is being built for; and we have the opinion of a gentleman largely connected with Railways in Canada, expressed to us while in St. John last autumn, that "the St. Andrews Railway would be one of the best constructed, and most thoroughly finished in British America; in fact that it is like "cabinet work," such is the efficient manner in which it is being constructed." With respect to the management of Railways in America as compared with England and France, we avail ourselves of some interesting remarks made at the Franklin Institute, New York, by Messrs. Colburn and Holly, which were condensed by the "Scientific American," from which we copy them:—

"From the statements made, it appears that the average cost of maintenance, renewal of way, and engines and working, is, in New York, 70¢ cents per mile run, against but 36¢ cents in England, and 42¢ cents in France. In the Northern United States, the average distance run with the consumption of one ton of coal (or wood in equal proportion) is forty miles; in Great Britain it is seventy-seven miles, and in France eighty miles. The greatest economy, therefore, is practised on French roads. The average cost of fuel per mile in the different countries is about 6 cents in England, 11 cents in France and 18 cents in New York and Massachusetts. The average receipts per mile are: In New York, \$1 76; Great Britain, \$1 44; and France, \$2 03.

The speed of the British passenger trains exceeds that of the American, the average being twenty-eight miles an hour. The weight of these trains is much less than that of the American, being about 95 tons in England, and 130 tons in New York. The difference in speed is likewise accounted for by the lighter grades of the foreign lines. Besides this, the tracks are more carefully laid than is usual here; the cuttings are wider, the drainage very thorough, the ballasting twenty six feet wide and two feet deep, the cross-ties nine feet long, and saturated either with coal tar, creosote, or sulphate of copper. The rails weigh seventy-two pounds to the yard, being in height five inches, and much more carefully manufactured than in this country.

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Mr. Colburn was of opinion, after a thorough examination of all the facts, that under the foreign system there was an absolute economy of thirty or forty per cent. over the corresponding results on American railways.

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MR. SHARP of Woodstock has turned his attention to the manufacture of Maple Sugar on a large scale; the "Sentinel" says Mr. S. will produce this Spring 19 cwt. of that saccharine article. We trust he will meet with that encouragement which his enterprise merits.

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The People's Pamphlet, which may be had gratis of dealers in Davis' Vegetable Pain Killer, abounds in certificates of the most reliable character, and such as will convince the most incredulous that it is invaluable as family medicine. Sold by druggists and all dealers in family medicines.

THE STANDARD.

ST. ANDREWS, MAY 12, 1858.

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We know of no subject of more paramount importance to the people of New Brunswick than that of Railways—their construction, management, and cost of maintenance. It is very obvious that for some years to come, a heavy tax, (swallowing as it will, half the ordinary revenue of the country,) must be imposed to complete even the single Provincial Railway from Shediac to St. John, now in course of construction; and with the example of Nova Scotia before us, every proper expedient should be employed, to lessen as much as possible the expense of construction, consistent with the character of the undertaking. It is not our purpose here to enquire whether such economy has been practised; this however we may state, from published facts, that the Shediac Railroad is costing more than double the sum that the N. Brunswick & Canada Railway is being built for; and we have the opinion of a gentleman largely connected with Railways in Canada, expressed to us while in St. John last autumn, that "the St. Andrews Railway would be one of the best constructed, and most thoroughly finished in British America; in fact that it is like "cabinet work," such is the efficient manner in which it is being constructed." With respect to the management of Railways in America as compared with England and France, we avail ourselves of some interesting remarks made at the Franklin Institute, New York, by Messrs. Colburn and Holly, which were condensed by the "Scientific American," from which we copy them:—

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At Fredericton, on the 4th inst. John McGinty, aged 37 years.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

May 11.—Schr. Julia, J. Wavcott, New York. Flour, &c., to W. Whitlock and others.

REMOVAL. The undersigned has removed to his New Store in Water Street, nearly opposite to the one he formerly occupied.

May 10. JAMES W. STREET.

FLOUR.

Ex-Union from Boston.—Now landing. 150 B. 24 KILLS. Prairie Mills' best Superfine Fancy Flour.

May 10. JAMES W. STREET.

GEO. F. STICKNEY, Watch and Clock Maker,

HAVING taken the premises in Water-street lately occupied by Mr. Green, and next to the Post Office, will be happy to attend to his old customers, and the public generally; and hopes by strict attention, to merit a continuance of the custom so liberally bestowed on him before his removal.

St. Andrews, May 12, 1858.—Provincialist.

POSTPONED SALE.

The sale of William Carrick and James Carrick's Property, is postponed until Saturday the 22nd inst., then to take place at the Court House, at 12 o'clock.

THOS. JONES, Sheriff of Charlotte.

May 8, 1858.

Assessor's Notice.

NOTICE is hereby given, that the undersigned Assessors of Rates and Taxes for the Parish of St. Andrews, in the County of Charlotte, will receive, until the 10th day of June next, statements, in writing, from all who are liable to be assessed for the current year in the Parish of St. Andrews of the real and personal property and incomes they possess.

JOHN LOCHARY, HENRY HITCHINGS, THOS. J. ODELL, Assessors.

St. Andrews, May 10, 1858. Provincialist 3 insertions.

English & Mercantile School.

THE Subscriber begs leave to intimate to his friends and the public generally that he will open a School on

MONDAY next, 17th inst., in the school room Mr. Thos. Berry's new building on William Henry Street. The following branches will be taught; Spelling, Reading and Writing for 7s. 6d. per quarter; Arithmetic and English Grammar 10s. per quarter.

THOS. CROWLEY.

May 11, 1858.

FARMERS LOOK HERF.

The undersigned offers for sale:—100 Bushels P. 1 to OATS, 40 do. Jiva WHEAT, 15 do. Black Sea CO., 150 lb. Purple top Turnip Seed.

The above are sown & sound and fresh—and will be sold at the lowest price for cash.

May 12. 51. H. O'NEILL.

New Brunswick & Canada Railway and Land Company.

COMPANY'S OFFICES, St. Andrews, May 3, 1858.

ALL PERSONS KNOWN, or found, to be trespassing on the lands granted to the Company, or in any way committing depredations thereon, after this date, by unlawfully lumbering upon the same, or otherwise, will be prosecuted to the utmost rig