

European Intelligence.

From Papers by the Great Western.

The London Daily News states, that it is believed that Parliament will not close before the end of August.

Sir Robert Peel was present in the House of Commons on the 29th ult. for the first time since his recent accident. The right hon. baronet, who walked with some difficulty, leaning on a stick, took his seat upon the Opposition benches between Sir James Graham and Mr. Goulburn.

Her Majesty will, it is rumored, visit Ireland in the autumn, holding a court at her Castle in Dublin, where she is likely to remain a few days; after which her Majesty will visit some of the seats of the Irish nobility, including those of the Marquis of Ormonde at Kilkenny; the Earl of Rosse, Parsons-town, &c.

Visit of Prince Albert to Liverpool.—Prince Albert having some weeks ago accepted the invitation of the Mayor and Municipal authorities to visit this town to lay the foundation stone of "The Sailors' Home," and to open the Albert Dock, and the time fixed for his sojourn among us being the 30th and 31st instant, the inhabitants are on the qui vive to give him a suitable and loyal reception.—*Wimmer & Smith's Times.*

In consequence of the scarcity of corn in New South Wales, and the necessity which has arisen for sending a large supply for the use of the troops stationed there, 250,000 quarters of wheat, in addition to rye and oats, will be forwarded for the use of the soldiers during the next six months.

Indian Corn.—The reported failure of the potato crop in Ireland has again produced a great demand for this cheap and nutritious grain. Large quantities were sold in Liverpool yesterday at a slight advance in price. It is still, however, the cheapest article of food that can be purchased.

The Cuban Testimonial.—We are happy to announce that the national tribute to this gifted and talented gentleman progresses most satisfactorily; it now amounts to nearly £50,000. The house of Messrs. Brown, Shipley & Co. American merchants, at Liverpool, we had, heads the list by a subscription of 5000 dollars.

Railways in England.—The British Parliament have granted a bill for amalgamating the London and Birmingham, the Birmingham and Liverpool, and the Liverpool and Manchester, into one concern, which will henceforth be called the "Great Northern Railway." The receipts of this concern already amount to about 925,000 dollars weekly.

An accident of a very dreadful character, whereby nearly 20 persons were more or less seriously injured, and two or three, it is feared, fatally so, occurred on the Eastern Counties Railway on the 18th ult. The scene of the accident was the Stafford station on the Colchester line, the melancholy occurrence arising from a train of empty trucks having been driven into a passenger train while stopping at the station.

I have to notice a new species of merchandise imported to this country by the last arrivals from the East. It consists of "rich and rare" articles of jewelry, manufactured by native workmen in the East Indies; they comprise chiefly tiaras, bracelets, &c. The gold and jewels are of the purest character, and the diamonds especially of a large size. The workmanship is exceedingly pretty, and has a foreign look about it, which may give it a preference in the eyes of our fair dames of the aristocracy, not altogether agreeable to the English manufacturer.

The failure of Hincks and Co. of Hamburgh, has been a good deal talked about to-day. It is estimated that they will owe some £300,000; the assets, it is thought, will be small, and of course must have greatly overrated. They owe considerable sums here, but the principal creditors have a great amount of securities. It is thought that many German manufacturers will be ruined by this failure.

Merchants' Carr.—The Paris Presse mentions that a number of German emigrants who had left their country for America, and had arrived at Dunkirk, after exhausting all their resources, were to be conveyed in Algeria at the expense of the French government.

As a sign of the times, I may mention that at several public dinners—at this season very numerous—the toast of "The Navy and Army" from the memorial always drunk as proposed, now has an addition to it. It is proposed in these words, "The Navy and the Army, and no forgetting." It was so given last night, in obedience to a large meeting, by Mr. Duncombe.

Dr. Bowring has given notice in the House of Commons that he shall, on going into committee on the army estimates, move the abolition of military flogging.

The Electric Gun.—This great destroying power is at present exhibiting in London. It is a small carriage running upon a pair of wheels, and having a third wheel attached, by which it traverses with great ease and steadiness. The barrel for discharging the bullets is over the body of the machine, and admirably adapted for taking aim at any altitude, so that a pigeons' flight could be followed in the air. It is supplied with balls by two chambers, one of which is fixed, the other moveable. The latter is called the volley chamber, and can be made to contain any number of balls. The model contains but 50 balls, but if constructed to hold 800, from 1000 to 1200 it is stated could be discharged in a minute; and so great is the force with which the balls were sent a distance of forty yards, that a 1½ in. plank was penetrated at

every shot, the balls flattening, and in some instances, were scattered into fragments. The bullets are shot off in quick succession, and while being reloaded, the stationary chamber continues to supply the barrel, so that a constant discharge may be obtained for months if required. The bullets are five eighths of an inch in diameter, but with a little enlargement of apparatus, balls of inch diameter could be discharged with increased force. The bullets now used would kill at the distance of one mile. It is stated that the cost of keeping the machine in action, requiring four men for eighteen hours, would be £10, throwing more bullets than two regiments, each working nine hours, whose expenditure in cartridges would be £3,000.

The New Sugar Duties.—Lord John Russell laid before the House of Commons on Tuesday, the 30th, the ministerial proposition relative to the duties to be hereafter imposed on the importation of sugar. The duty on colonial sugar of 14s is to continue as heretofore. The duty of 23s 4d., which is now charged on foreign-free labor sugar, is now to be reduced to 21s., and that is to apply equally to all foreign sugars, without distinction of growth; and it is to undergo a gradual reduction every year for five years, and then be imported as the same duty as that of colonial growth. Not only is this equalization proposed, but the rate of duty on which all foreign sugars are to be admitted, is at once reduced to 21s., with a provision for the gradual extinction of all protection on the 5th of July, 1861.

W. Brown, Esq., M. P. for South Lancashire.—We noticed in our last publication that the American Minister, Mr. M'Lane, was the guest of Mr. Brown, at his elegant villa, Richmond Hill, near Liverpool, and that he would remain there until the election for South Lancashire. The last named event took place on the morning of the 21st inst., when, there being no opposition, Mr. Brown was returned as a member for this division of the county.

This high dignity has been earned by Mr. Brown's integrity as a merchant and respectability as a man. The county constituency has hitherto been regarded as belonging exclusively to the great aristocratic families. South Lancashire, whether as regards wealth or influence, or numbers, or talent, is at the head of the English counties.

The consequences involved in this triumph, not only to the Free-trade principles which Mr. Brown professes, but to the class to which he belongs, are beyond calculation in their influence on the destinies of this, and more or less of all other commercial countries.—*Wimmer & Smith's Times.*

France.—One of the chief topics which now engage the attention of the press is the result of the forthcoming elections.

Spain.—The question of the Queen's marriage continued to be the almost exclusive topic of discussion with the different organs of the press. An article lately published by the Herald against Her Majesty's marriage with the prince of Coburg is said to have produced much sensation at the British Embassy, and Mr. Bulwer was reported to have obtained from its editor a pledge that he would desist from further attacks on "his favorite candidate."

Our accounts from Madrid of the 12th July, mention the appointment of the brother of the Duke of Rianzales to the post of Minister of Spanish Venezuela.

Portugal.—The report which had been circulated by interested parties as to the withdrawal of the protection afforded by the English men of war in the Tagus and the Douro, has been contradicted. No British vessels will be withdrawn from those stations, unless the British minister at Lisbon deems it advisable.

Italy.—Further letters from Rome of the 11th inst. state that the decree of amnesty was ready, and would shortly be published. The Pope had authorized the opening of a railroad communication between the Mediterranean and the Adriatic.

Greece.—The Greek Government had discovered a conspiracy, in which were implicated several well known agents to the Opposition, who had been lately engaged in organizing bands on the Turkish territory for the invasion of Greece. The accounts of the disasters caused by the recent earthquake in Messina were truly appalling.

Athens, July 10.—Bill after bill is being voted in the Greek Chambers, the whole social fabric is being reconstructed, and in time the young Greek monarchy will be effected on solid foundations.

India and China.—We received last evening in advance of the ordinary Overland Mail Bombay papers to the 30th of May, with Calcutta dates to the 22d, and from Hongkong to the 24th of that month. Except from the last mentioned place, there is absolutely no news whatever. From Hongkong, however, we have intelligence of the peaceful termination of all questions as to the completion of the stipulations of the treaty by which the last war was concluded. The Emperor had agreed to concede the right of admission to Canton, guaranteed to us by the treaty, but hitherto refused, and there remained, therefore, no longer any ground upon which we could continue to keep possession of Chusan. It was expected that this island would therefore be speedily evacuated, and the whole of the British force concentrated at Hongkong. A proclamation has been issued by the Emperor of China, announcing that Chusan was to be immediately evacuated, and a notification to that effect had been made by Governor Davis dat-

ed May 18. Mr. Elmslie was to be the bearer of the Imperial assent for the ratification of her Majesty.

Business at Hongkong was tolerably brisk, but at Canton there was not much doing, and at all the other ports complaints of the dullness of trade were made.

At this season but little news from India can be expected.

THE STANDARD.

St. Andrews, Wednesday, Aug. 19, 1846

Charlotte County Bank.

Hon. Harris Hatch, President.

Director next week—Wm. Whitlock.

T. B. Wilson, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

Bills and Notes for Discount must be lodged with the Cashier, on or before Monday otherwise they must lie over until next week.

Aims and Mark House.

Commissioners—R. M. Andrews, R. Walton, C. W. Dimock, M. S. Hannah, John Bailey.

St. Andrews Steam Mills and Manufacturing Company.

R. M. Andrews, Esq., President.

Director this week—J. W. Chandler.

J. Wetmore, Agent.

Saint Stephens Bank.

G. D. King Esq., President.

Director next week—S. Hill.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

LATEST DATES.

Liverpool, July 25 Montreal, Aug 8

Edinburgh, July 24 Quebec, Aug 8

Edinburgh, July 19 Halifax, Aug 11

Paris, July 18 New York, Aug 16

Toronto, July 31 Boston, Aug 17

ST. ANDREWS AND QUEBEC RAILWAY.

At the present time we trust, there is felt in this County a good deal of interest in the subject of Railways. Many doubts are looking forward with no small degree of anxiety to the result of the efforts now making, for the purpose of extending a line of railway from this section of the Province to the Grand Falls and thence to Quebec. There is perhaps not an inhabitant of New Brunswick who would not rejoice at the success of such an enterprise; yet there are at least some who from the poverty of the project, and the want of sufficient acquaintance with the practicability, and even easy accomplishment of similar undertakings, are deterred from embracing capital, and from giving the scheme their full and cordial co-operation and support.

Let a railway be contemplated from this County to Quebec, either as a trunk line, or as a branch intersecting a line from Halifax to Quebec, and we have no hesitation in saying, that the stockholders will not only have conferred a great and lasting benefit upon the country, but they will secure to themselves an adequate return for their capital. How it may be asked can this be known? Let us for a moment reflect upon the situation of the proposed line. It will run through a country a great part of which is well settled, and in a prosperous state, and ready to furnish a large share of traffic to the line; and the remaining part is chiefly covered with excellent timber, the transportation of which to a sea-port, (and there is no means of conveying it except by railway,) will be another source of profit to the stockholders; while the land from which the timber is taken, is well adapted for agricultural purposes. So well assured of these facts are our neighbours in St. John and Fredericton, that they have projected, and we believe are proceeding to carry into operation, a plan for constructing a railway from Grand Falls to one or both of the above named places; in the belief that a line thus extending only to Grand Falls, would pay for the capital invested. If their opinions be well founded, how much more favourable is the situation of a road to St. Andrews, a much shorter distance, and no river like the Saint John to offer competition.

But in addition to this there is the whole trade of Canada, east of Montreal, and the proposed railway will be the sole medium of communication for six months in the year, and the principal medium during the remainder. It is sheer nonsense to suppose that a line to Halifax or Canoe if ever it be made, can compete with the one to which we are calling attention. 600 miles of railway cannot be made for the cost of 300,—nor can locomotives be run, or goods and passengers conveyed, double the distance for the same price. If the British Government think fit to construct a railroad to Halifax, we have no objection to their amassing themselves in that way,—only our branch when completed will take all the Canada trade. Competition with any line from the Grand Falls, either to St. John, or Halifax, or Canoe, must terminate in the entire success of the St. Andrews line; and when we reflect upon the vast extent of valuable country that this road will open up and improve, and the immense trade of Canada East, which will naturally produce a corresponding traffic upon this railway; who can deny the probability,—nay the certainty, of the speculations being profitable in a pecuniary point of view, not to mention the important bearing which it has upon the settlement and future prosperity of the Province. Of the scores of railroads that have been constructed, on both sides of the Atlantic, we challenge any person to produce one with any thing like the advantages which the pro-

posed line has, and which has not proved a profitable investment for capital.

The success of railways in the neighbouring States will form a tolerably correct guide for the estimation of the advantages, pecuniary and otherwise, of similar works in the British Provinces.—The railway from Boston to Portland cost more than £4000 per mile, and pays now at least 7 per cent per annum,—and in a year or two hence it will no doubt pay 10 per cent. Now a wood railway can be constructed for less than one fifth the cost of the Boston and Portland line; and if it has only one fifth part of the traffic, it will pay the same interest upon the capital. Surely it is not over-estimating to say that a Provincial line will have one fifth of the traffic of the Portland line.—This line it must be recollected has had from the commencement a most formidable opposition. Both sailing vessels and steamers go directly and easily, steadily between Boston and Portland, and Yarmouth with every facility and accommodation for freight and passengers. Indeed it seems remarkable that a railway was ever contemplated on a route, where steamboats went regularly, and at very low charges; yet this road, constructed at an expense per mile of more than five times what is necessary for an equal distance on the line from this Port to Quebec, and having all this competition to sustain,—is already paying a large dividend. It may be proper to state that gentlemen well acquainted with the subject affirm, that a wood railway can be made for one half the cost we have here supposed,—but to this matter we will revert on another occasion.

Take another of the American railways,—the one from Boston to Lowell,—which was constructed at the enormous cost of £18,000 per mile.—The stockholders of this line now receive 8 per cent per annum, beside a large sum which is annually expended in extravagant improvements, in order to prevent the money thus expended from going to the Government. In Massachusetts and perhaps in other states, after the profits of a railroad amount to a certain sum, (10 per cent per annum upon the capital we think it is,) they are paid over to the State Treasury. If the whole profits of the Boston and Lowell line were divided among the shareholders, they would amount to 10 or 12 per cent yearly on the capital. A wood railway costing less than a twentieth part of £18,000 per mile, would with a twentieth part of the traffic, return the same or greater dividends.

Such splendid results rewarding railway speculation in the United States, should stir up our latent energies, and zeal, and enterprise, in promoting similar objects. Why should the American colonies be behind their neighbors in commercial activity and prosperity? Is this a time to sit down inactive and regardless of our own interest? To wait until other lines are established, and the traffic directed to other channels,—to let excessive caution and apathy prevent our improving a most favourable opportunity of promoting our own, and the public interest to an incalculable amount? If the people of Charlotte expect this railway ever to be constructed they must whip the horses and put their shoulders to the wheels. They must begin the matter, and show themselves in earnest,—and then there is no doubt sufficient aid can be obtained to complete it.

One thing should never be lost sight of,—supposing the rail road does not for several years after it is made do more than pay current expenses, the value of all sorts of property in the County will be raised materially. Some of it will be raised more than 100 per cent—some more than 50—and all will be raised in some degree. There will be thus an indirect return for the capital expended, even if the road itself pay nothing to the stockholders.—The man whose property is worth £1000, and which by means of railway communication would rise in value to £15,000 or £20,000, could well afford to give a few hundreds to aid in carrying into operation such a scheme. But if we are not widely mistaken in our calculations, this railway will increase the value of real estate, and pay a handsome dividend to the shareholders besides; and we firmly believe that ere long the work will be in a state of progress.

ARRIVAL OF THE GREAT WESTERN.—The Steamship Great Western arrived at New York on the 10th inst., from Liverpool, which port she left on the 25th ult. A summary of the news by this arrival will be found in our columns.

ACCIDENT.—We regret to state that Capt. JACOB PAUL, had his leg fractured on Monday last, at the Steam Mills Wharf, by the falling of a tier of deals, while inspecting them. He was immediately conveyed to his residence, and medical aid procured. We learn that he is doing as well as can be expected, under his severe injury.

The following "Caution to the Public," has been handed us for insertion.

To the Editor of the Standard.

Sir,—Being called upon the other day to witness the difference between a load of Hay, weighed at the "Upper Scale," (so called,) and the same at the public or Lower Scale, (which has been proved correct,) I saw, that there was one hundred weight in right—consequently near three hundred weight in the ton. The attention of the proper authority should therefore be called, to this imposition on the public.

Yours, &c.

August, 1846.

JUSTICE.

Railway Survey.—The Courier says:—a party of men, attached to this Survey, arrived here from Windsor yesterday morning, and proceeded at once to Fredericton, where they are to await the arrival of an officer, before proceeding further up the country.

EXCURSION TO GRAND-MANAN.—We are informed that some individuals in this place, are endeavouring to get up a pleasure excursion to Grand-Manan for Thursday the 27th inst. It is proposed to leave St. Andrews in the steamer Nequasset, which will call here on her way from Calais and St. Stephen, when she will take on board those who are disposed to join the party,—touch at Eastport and Indian Island, and proceed to Grand-Manan, where the visitors may witness the General Inspection of the 1st Division 3d Batt. C. C. Militia, and otherwise enjoy themselves for a few hours. The steamer will also stop at Dark Harbour and land the party, who will have an opportunity of viewing the beautiful scenery of this romantic place. The steamer will return the same evening, and land the passengers at the above-named places.

Our spirited townsman, John Wilson, Esq. is at present making improvements at Dark Harbour, which will be of great utility to the fishermen and other small craft.

Potato Disease.—Our accounts from various parts of the Province, we are glad to say, lead us to hope that the ravages of the Potato disease will be much less extensive than last season. On the Marsh and in other situations in the vicinity of St. John, however, the stalks are daily becoming more affected.—*Courier.*

Provincial Acts Confirmed.—The Royal Gazette of Wednesday last contains Her Majesty's Order in Council, dated the 6th July last, specially confirming the Acts passed at the last session of the General Assembly, to increase the Representation of the County of Albert by one additional Member, and to incorporate the Roman Catholic Bishop of New Brunswick. We copy two sections of the last mentioned Act.

IV. And be it enacted, that nothing in this Act contained shall extend or be construed to extend in any manner to confer any spiritual jurisdiction or ecclesiastical rights whatsoever upon the said Roman Catholic Bishop herebefore mentioned, or upon his successor or successors, or other ecclesiastical person of the said Church, in communion with the Church of Rome aforesaid.

VI. And be it enacted, that nothing herein contained shall affect or be construed to affect in any manner or way the rights of Her Majesty, her Heirs or Successors, or of any person or persons whomsoever, or of any body politic or corporate, or of any Church Wardens, or Auditors of Accounts, in any Roman Catholic Church in this Province, or in any way to abridge, diminish or take away any of the rights, privileges and advantages now enjoyed and possessed by any pewholder, or any person having any right, title or interest in any pew or sitting in any Roman Catholic Church or Chapel in this Province, such only excepted as are herebefore mentioned and provided for.

Fire in Halifax.—About ten o'clock on Wednesday night, a fire broke out in a carpenter's shop on the Long Wharf, in Halifax, which, was not got under until one. Some half a dozen workshops were burnt, in which was a great deal of valuable stock. Loss estimated at about £2000. The sufferers were Mr. Wisdom, Mr. Bentley, star maker, Mr. Mahony, carpenter, Mr. Martin, blacksmith, and Mr. Williamson, merchant.

Reported Raising of the Blockade at Buenos Ayres.—We learn from Capt. Porterfield, of the Brig Abraxis, from Rio Janeiro, July 1st, that a report prevailed when he left, that the blockade of Buenos Ayres, by the combined squadrons of England and France, was about to be raised.

Accident at Mount Auburn.—This morning, a serious accident occurred at Mount Auburn. Six men were upon a staging, at work on the ceiling of the new chapel. The staging gave way and they were all thrown to the floor. Two of the men were very seriously injured, one it is feared mortally; a third received a severe blow on the head, the other three were more or less injured.

MARRIED.—On Sunday last, by the Rev. John Ross, Capt. John McCulloch, to Miss Margaret Augusta Stinson, both of this town.

On the 10th inst., at Minnie, Nova Scotia, by the Rev. Mr. Townsend, Rector of Amherst, Mr. Edward G. Vernon, of St. John Merchant, to Mary, second daughter of Amos Seaman, Esq. of the former place.

DIED.—At St. John, on Saturday afternoon, Elizabeth Ann, wife of Mr. Colin E. Cross, and eldest daughter of Mr. Jeremiah Gore, in the 22d year of her age. Her end was peace.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.

Aug. 12. Schr. Mary Jane, McMaster, Eastport, assorted Cargo, Master.

Schr. Star, Cook, Wilmet, Wood, &c. Master.

13. Schr. Prince Albert, Snell, Eastport, Assorted Cargo, Master.

14. Schr. Fame, Crowell, Halifax, Oil, & Fish, R. Walton.

Brig Jacinth, Shaw, Yarmouth, Ballast, Steam Mill Co.

17. Bge. Brunswick, Morrison, Dublin, 40 days, Ballast to Owners.

Schr. Mary Jane, McMaster, Eastport, assorted cargo, Master.