

European Intelligence.

News from the steamship Baltic.

LONDON. Saturday morning. Letters from Frankfurt of Thursday, state that the Diet had accepted the Austrian propositions submitted on the 19th, together with three additional points by Russia.

We hear from Heliogoland that the immense construction there, of a citadel has been resolved on by the allies.

Erzeroum dates of July 3, state that Yehi lent containing large stores of provisions for the Turkish army at Kars, has been occupied by a Russian division of 12,000 men. The Turkish army is completely blockaded at Kars. The Cossacks are occupying the entire plain.

An Italian legion is forming at Navero, under the command of Col. Manners Percy. **Varna, July 26.**—Simultaneous accounts from Brno and Warsaw state that the prohibition to export corn has been taken off by the Russian Government. The Russo-Austrian frontier is again free. Letters from Odessa confirm the death of Gen. Totleben. Gen. Melnikoff has been appointed to succeed him in the defence of Sebastopol.

Prince Gortschakoff announces July 16th, having made two sorties, July 14 & 15, before the Russian Komiloff, which were successful.

Gen. Poltoran telegraphs July 23rd.—The enemy last night opened a very brisk fire on the right and left of our lines. Our batteries replied successfully.

FRANCE.—Letters from Paris anticipate that the applications for the French loan of 750,000,000 francs, will reach 2,500,000,000 francs.

The Russians agree that flags of truce may be received at Cronstadt, Sveaburg, Revel, Libau, Vindau, Wassa, and Yama. **MARKETS.**

Breakfasts dull and slightly declined.

A correspondent of the Courier, who signs himself "Waggoner," endeavours to gull the public into the belief that the Bridges throughout the Province, have been duly looked after and repaired, and instances several, almost every one of which is in Charlotte County. He confines himself almost exclusively to this one County, not appearing to know that there are other bridges of far greater importance in almost every other section of the Province unfit to travel on.—The article bears the impress of the Surveyor General, and that a man who has been "everything by turns, and nothing long," who has fraternized with, and patronized every administration,—should endeavor to make good his position by any assertions, no matter how groundless, is not to be wondered at. Our readers in this County, as well as in King's, Queen's, and other Counties in this Province, know that the Bridges have not been properly repaired—that many of them are in a dangerous state, and cannot be crossed except at great risk and danger. The complaints which have reached us on this score have been loud and long, but we see no hope of immediate remedy under the present Administration. The new Board of Works, with its increased expenses, is not the thing for New Brunswick.—(New Brunswickian.)

Circus Riot.—On Wednesday evening, a riot occurred at the Circus of Messrs. Brown & Co., which opened on Monday last, in the Valley near this City. It appears that a number of persons commenced an attack upon the Circus people, by throwing stones, and attempting to destroy their waggons and tents, but the Police Magistrate of Portland, aided by a portion of his force, and some of the City Police and Constables, succeeded in driving back the mob, before any serious damage was done. Several of the assailants were wounded, and a few of the Police received injuries from stones thrown by the mob, but we have not heard of any dangerous wounds being inflicted. It was fortunate that so many of the Police were on the ground, otherwise lives might have been sacrificed. We agree with our contemporaries of the Courier, that this mob-law business is a matter of reproach to our republican neighbors, and that we should have a care that the same stain does not mix itself to us. Our people generally will frown down any attempt at roguery, and thus preserve the well known reputation of our people for law and order.

The Circus left on the following morning for Fredericton.—[lb.]

Fire.—Early yesterday morning a fire broke out in a building in Waterloo street, which was burnt to the ground, together with several houses adjoining, a part of which belonged to the estate of the late Thomas G. Hatheway, Esq. A house belonging to Mr. Mitchell, and another to Mr. Moore were destroyed. Mr. McQuiggin was also a heavy loser. Three horses were burnt, together with the stable in which they were confined. The fire which is supposed to be another instance of incendiary and gained considerable headway before its progress could be checked. Two or three buildings fronting on Russell's street were partly destroyed, and we have not ascertained to what amount the several parties have been insured.—[Morning News.]

[We have since learned that the fire originated through the carelessness of a person taking a lighted candle into a stable.—[Chronicle.]

The correspondent of the Times at Constantinople calculates that the number of men belonging to the armies of France, England, Russia and Turkey, who have perished, since the commencement of the war, amounts to half a million.

Iron for the Nova Scotia Railroad.—The Ship Sunderland, Capt. Curry, of Windsor, 30 days from Cardiff, with railroad iron for the Nova Scotia Railway Commissioners, arrived at Halifax on Saturday last.

The Standard.

WEDNESDAY, AUG. 16, 1855.

In those countries where Government exercises a censorship over the Press, the duties and responsibilities of an Editor are a light and easy burden, and his chief care in commenting on the politics and passing events of the day, is to confine his remarks within such limits that he may escape scatheless from the terrors of a prosecution, or a decree for the suppression of his paper; but in those more favored and happy lands, where no bar is placed on the free discussion of public business, and where the popular voice has full scope and makes itself felt as well as heard; the duties of those who control those great engines of public instruction—the newspapers—are augmented in no slight or insignificant degree; and it is the amount of responsibility attached to them, causing the deep, anxious, careful examination of arguments on both sides of every topic before giving support to either,—that invests them with the powerful influence they carry, and justly entitles them to the respect, and consideration they receive.

Infidelity is not given to mankind, and it would perhaps be as unfortunate that all men should think alike, as it is vain to hope for such a state of things; the Holy Scriptures themselves are made the theme for controversy, and until the human mind is emancipated in the regions of a better world from the strammels and imperfections of its nature, the best and wisest are only too liable to err. Argument, however, leads to enlightenment, and when calmly and dispassionately conducted, tends to bring about a better state of things, to strengthen Truth, and more firmly to establish contentment among the people, and power in the hands of its rulers.

We have been led into these reflections not only from the controversy into which we have ourselves been lately led by the hon. the Surveyor General, but also from the tone of some of our contemporaries,—and the declaration on the part of one of them, that he is no partisan of either side, on the subject of Railways, which occupies so much attention, and than which, nothing can be conceived of greater importance to the material welfare, prosperity and progress of this Province.

That the prosecution of these great works depends on the Government, is admitted on all sides—all eyes are turned to it as the source of the only power by which the obstructions which retard their progress are perpetuated or can be removed; and it is therefore not only a proper subject to enquire into, but it is absolutely necessary for the people,—with whom rests the power to remove these men if they neglect their duty—to investigate the actions and policy of the Executive on this question.

Let us then see how matters stand with regard to the only two Railroad Companies, which are yet in existence in this Province. Begin we with the St. Andrews & Quebec Company, which was, as every one knows, after it was incorporated invested with certain facilities,—but which, as every one does not know, was also authorized and empowered to make certain arrangements with its shareholders in England, and which arrangements so made are confirmed and ratified by an act of the Legislature in which moreover the faith of the Province stands pledged to the English subscribers.—(see 13 Vic. c. 1—sec. 8 and 14) for the due fulfilment and carrying of them out. This being the case then, the questions naturally arise—1st what are these arrangements? 2d have they been properly and faithfully observed by both parties, or by either party? and 3d, if not, by whom and in what particulars have they been neglected? The answers to these queries are simple and concise enough—first as to the arrangements,—they are that the English subscribers should take and pay up £20,000—viz., on 4000 shares, and that as an inducement and in consideration of their so doing, they should receive the Government guarantee of 6 per cent. on that sum, the grant in fee simple of one half of the entire lands, and a mortgage on the other half as a security that the balance of the sum required to finish the road should be provided in this Province, with power to sell or otherwise raise money on such second hand, in the event of such balance not being forthcoming,—secondly, the English subscribers only have fulfilled the conditions having paid up their £20,000 in full,—and

Thirdly,—The Government being Shareholders have caused the neglect or non-fulfilment of them on this side the water, by refusing or failing to issue the Debentures and grants of land which are due under the facility acts on the payment of the said £20,000, and on the faith of which pledge the English subscribers advanced their money. If these facts cannot, as we maintain is the case, be controverted or denied, then is the accusation we have so often brought against the Government, of being the cause of the stoppage of the work, proved to demonstration. The statement put forward by Mr. Brown and the "Reporter," to the effect "that the obstructions have arisen in consequence of party differences" among the Directors or managers is not only worthless as an argument, but is utterly untrue. We do not mean that differences have not existed, but that the stoppage of the work has not been caused by them—both parties were equally anxious to carry on the Road, and whatever disagreements arose, had reference only to which party was best fitted and most capable to superintend and control the undertaking. Such differences never deterred the English shareholders from advancing their funds, and were indeed entirely arranged and put an end to by the action of the Shareholders at the Special Meeting of the 8th of March.

The almost unanimous vote accepting the offer of class "A" to assume the whole responsibilities and liabilities of the Company, and finish the Road, proves that between the two sections of the Company no differences existed.—That the plan was most advantageous and desirable for this Province, no one can deny, and that the Government was the direct means and cause of preventing its being carried into effect, is equally plain. Had there been unanimity in the Executive the bill brought in last Session would have been carried. They, and they alone, are responsible for the cessation of the labor on the line, and of the traffic which had commenced, as well as for the injury which the credit of the Province has sustained in the Mother country from the non-fulfilment of the pledge given by the Legislature to carry out the law.—Want of space prevents us saying more or touching on the affairs of the other Road—but we will revert to this subject again—and although we have not had the same opportunities to learn so much of the European & N. A. Line, as of "our own," we think we know enough to show that the Government is not less blameable in the former than in the latter.

We would remind delinquent subscribers, that the time has elapsed, that we gave them to pay our demands against them.—To dun is quite as disagreeable as being dunned.

Auction.—Attention is directed to the sale of Railway Plant and Materials, in our advertising columns.

TO CORRESPONDENTS.—We have received two letters in reply to "J. S. M." on Woman's Rights. Our fair correspondents handle "J. S. M." without gloves—in fact, they deal with him, and his assertions, in a style quite instructive and interesting; we intend publishing one or both in our next issue. "Aurora" and "Fanny" may rely on our not "laying them on the shelf." "Alpine" is on file.

THE WESTMINSTER TIMES.—We welcome our contemporary's appearance on our table again, the more particularly under the management of its first Editor, James Robertson, Esq.; and trust that the people of Westminister will unite in sustaining so important an adjunct to their standing and prosperity, viz.:—a well conducted Journal, which the "Times" undoubtedly is. Will the Editor have the goodness to reply to our letter written about the time he resigned the editorial chair.

The weather, which has been unusually warm and dry for some weeks, suddenly changed on Thursday last, when a large quantity of rain fell, accompanied by a heavy south-east wind; and occasional showers have fallen since then, which has given the growing crops of turnips a healthy appearance.

Geo. F. Harvey, Esq., son of our late Lieutenant Governor, has been appointed "Resident" at Delhi. This lucrative post was formerly held by the late Lord Metcalfe, previous to his appointment of Governor General of Canada.—[Halifax Recorder.]

AN IMPORTANT OVERSIGHT.—It is said that by some extraordinary mistake of Mr. Gladstone when he prepared the revision of the English tariff, in 1853, a great number of important articles, such as tobacco, tea, sugar, timber and wine, were accidentally omitted in certain schedules, referred to in the act. The London News says:—"To some extent the mischief has been

remedied by the act of the present session, which imposes specified duties on tea, coffee and sugar; but this does not give validity to the customs collected from the 8th of August, 1854, to the 21st of April 1855, when the last act came into operation, and wine, tobacco and timber still remain subject to the provisions of the tariff of 1854. It is said that the government have consulted the law officers of the crown with what precise results we do not know; but there is, doubtless, sufficient anxiety to save a former colleague from the humiliation which would follow any attempt to rectify the error by retrospective legislation."

Probably the duties paid on the above articles would be recoverable in due course of law.—[Courier.]

CONCERT.—The celebrated Hoffer Family perform this Evening in the Town Hall; it is hardly necessary to say—go and hear them, their reputation is world wide.

ROYAL RACING.—The new royal yacht called the Victoria & Albert recently had a trial of speed near Portsmouth, England, with the old royal yacht Fairy, the Queen and Prince Albert being on board the latter. The Fairy started first, but was soon followed and quickly passed by the Victoria & Albert. The new yacht subsequently steamed over a measured mile at a speed of twenty one miles an hour.

The Oswego Times says the mills in that vicinity are mostly engaged in grinding up the wheat that has accumulated there, and flour is being shipped in considerable quantities down the St. Lawrence.

His Excellency the Lieut. Governor has returned from the Northern Districts of the Province, where, as in all other Counties, he has had a most enthusiastic reception.—The people throughout the country have come to the conclusion that His Excellency is a thorough constitutionalist; and doubtless upon this true estimate of his principles rests a large share of his popularity.—[Reporter]

Capt. Robinson, son of the Hon. F. P. Robinson, of Douglas, has been promoted by Brigadier General Spencer to the position of his Aid-de-Camp in the Crimean army.—Every one who knows the young soldier thus advanced, is confident that he will do both himself, his country, and his profession, ample justice.—[lb.]

MORTARS FOR THE BALTIC.—We learn that the Ordnance are just now preparing artillery, more especially mortars, upon a prodigious scale, some to carry shells as large as the huge stone balls used at the siege of Rhodes. As we are informed, mortar mortars, which by two discharges, or three at most, reduced the previous impregnable citadel of Antwerp, was a babe to those of which we speak—their range is calculated at five miles. We presume that Cronstadt is to have the benefit of their first experiments. This is going to work in the right way.

THE FOREIGN LEGION.—There are at Dover 1000 men, chiefly Swiss, almost all well drilled soldiers. Their instructor, Col. Sulzberger, is well known all over the Republic as the first drill instructor in Switzerland. The Foreign Legion—as distinguished from the Swiss—consists of about 1200 men at Shoreham. These, too, are ready and anxious to proceed on service as soon as possible.

Admiral Fanshawe arrived here last evening in H. M. Steam ship Argus. The Admiral proceeds to Fredericton on a visit to Fredericton.—[Chronicle.]

Holloway's Pills. invaluable to persons afflicted with diseases of the Liver and Stomach. The virtue of these Pills, having been tested in all parts of the civilized world, particularly by the Canadians, renders it needless to expatiate upon their merits; the thousands who have derived benefit from them in Canada being sufficient to convince the most incredulous. All those who are afflicted with liver and bowel complaints; indigestion, sick head-aches, and dizziness cannot make use of a remedy so certain in its results as Holloway's Pills; for determination of blood to the head their effect is equally positive. They are also an unfailing remedy for asthma, if used in conjunction with Holloway's Ointment, which must be well rubbed into the chest night and morning.

Deaths. In Carleton (St. John) on the 7th inst. Wm. Mahood, Esq., of St. Andrews. (D. puty Surveyor) aged 49 years, leaving a wife and three children to mourn the loss of a kind husband and affectionate parent. He was universally respected by all who knew him.

At St. George, on the 6th inst., of consumption, at the residence of her father, (Mr. James Kidd), after a protracted illness, Margaret, beloved wife of Mr. Henry Ballentine, in the 26th year of her age.

Shipping List.

PORT OF ST. ANDREWS.

ARRIVED.—August 8, Schr. Spray Balcon, St. John—gen. cargo.

Cleared at St. George. Aug. 10, Schr. Catherine, Snellgrove, New York, lumber;

Julia, Waycott, New York, lumber.

CONCERT.

WITH pleasure we have to announce, that the celebrated Tyrolese Alpine Singers, the HOFFER FAMILY, highly recommended by leading Journals of the day, will give a Concert of VOCAL AND INSTRUMENTAL MUSIC THIS EVENING.

WEDNESDAY 15th AUGUST, 1855.

There can be no doubt that this concert will be said to be the best of the season, as the Family enjoy a high reputation. Their songs are given in the English, German, French and Italian languages.

Doors open at half past 7. Performance will commence at 8 o'clock.

Tickets 1s. 3d. to be had at Mr. Stickney's, and at Bradford's Hotel from 2 to 4 o'clock; in the afternoon.

PUBLIC AUCTION.

SALE OF

PLANT and MATERIALS

recently used in the construction of the St. Andrews and Quebec Railroad.

ON THURSDAY the 6th SEPTEMBER, at 12 o'clock, will be sold at Public Auction, at the Railroad Depot, St. Andrews, New Brunswick, all the Plant and Materials of Messrs James Haynes & Company, Contractors, taken under Execution:

—consisting of—A STEAM SAW MILL, a Locomotive Engine, 310 tons T rails, Earth Waggons, Timber Trucks, Dobbin Carts, Timber Carriages, Plain Lays' Lorries, Wheelbarrows, Picks of all sorts, Wagon Iron, Axes and Wheels.

Barrels and Coils of Patent Fuzes, Iron, Steel, Blacksmiths Tools in sets, and a variety of articles used in the construction of Rail Road, valued at \$25,000 sterling, and also all Buildings and erections on the Line, and at the Depot, the property of the said Firm.

Terms will be made known at time of Sale.

THOS. JONES, Sheriff of Charlotte.

Sheriff's Office, St. Andrews, New Brunswick, 10th Aug. 1855.



CROWN LAND OFFICE, AUGUST 7, 1855.

THE undermentioned Lots of Crown Lands will be offered for sale by Public Auction, on Tuesday the 4th day of September next, at noon by the respective Deputies, at their Offices, agreeably to the Regulations of 11th May, 1843, and no sale on credit will be made to any person who is indebted to the Crown for previous purchases. (Not to interfere with the right to cut Timber or other Lumber under Licences applied for previous to the applications for the purchase of the Land.) (No person is allowed to hold more than one hundred acres payable by instalments.)

CHARLOTTE COUNTY.

By Deputy Jack, at St. Andrews. 455 acres, lots 7 and 8, near Northern Head, Grand Manan, Andrew Folsom.

YORK.

At the Crown Land Office. 100 acres, lot M, Carlow, Stephen Merrill; improvements if any, to be paid for. JAMES BROWN, Sur. Gen.

Notice.

THE WILD MEADOWS in the County of Charlotte, will be offered for Sale at the Office of the Subcriber in St. Andrews.

On the 15th day of August, next.

EDWARD JACK, Local Deputy.

St. Andrews, Aug. 4th, 1855.

Auction Sale.

The entire Horse "Monroe" EXPOSER, imported by the Charlotte County Agricultural Society in the Spring of 1854, will be offered at Public Auction on SATURDAY the 25th instant, at 12 o'clock, noon, in the Market Square, at Saint Andrews.

Terms and Conditions of Sale: 10 per cent. down, and the balance in 6 and 10 months, with interest, to be secured by Notes of the purchaser, with sufficient and approved surety; and the purchaser to give a Bond, with sureties to the satisfaction of the Committee in the penalty of £250, conditioned to keep the horse as an entire horse in this County till the 1st day of August, 1857.

WM. WHITLOCK, Auctioneer.

St. Andrews, 7th August, 1855.

Notice to the Public.

THE MAILS FOR ENGLAND will close at this Office on Friday 3d August, 6 A. M., and Tuesday 7th Aug. at 6 A. M., via New York; and via Halifax on Sunday 12th Aug. at 9 A. M. The Postage for the United Kingdom, via Halifax, is 7d single rate, and via New-York 1s. 6d. pre-payment optional. By Order. G. F. CAMPBELL, P. M.

Post Office, St. Andrews, Aug. 3, 1855.