

## European Intelligence.

### NEWS BY THE ARABIA.

The steamship Arabia, at New York, made the passage in 9 days and 17 1/2 hours. She had 123 passengers. Liverpool dates to the 13th, were received by her.

The Arabia passed a steamer ashore on Nantucket Shoals.

The Great Britain sailed for Australia on the 10th inst. Bets were taken that the Sovereign of the Seas will outlast her, and that the Great Britain will not make the passage out under sixty days.

The funds have materially improved, but the markets continue dull.

A great naval review had taken place at Portsmouth by Queen Victoria.

Nothing of general importance has been received from France. The wheat crops were mostly in, and were reported to be only a two thirds average yield.

The Morning Post asserts that the principalities will be evacuated during the first week in September; and soon after the fleets of England and France will leave the Turkish waters.

The Shah of Persia has openly declared that, viewing as he does the question between Russia and Turkey as a sacredly just one on the part of the last mentioned power, he will lend it every aid in case of war; in consequence of which declaration the Russian minister at Teheran was about to demand his passports.

The Circassians have again defeated the Russians, having taken on the night of the 31 July the important fortress of Toprak Kale, and dismantled the same, with a gain of 220 pieces of artillery.

By the overland mail it has been telegraphed that the Monumental City was totally wrecked on the 15th of May, while on her passage from Port Phillip to Sydney, and that 35 passengers perished.

The Ship Arab, with the Bombay mail on board had foundered, and 197 Lascars were drowned.

The king of Ava was more peaceably disposed towards the British.

Trade in India is dull.

A private telegraph says the Chinese insurgents had beaten back the imperial fleet from before Nankin, and had concluded not to attack Canton until September.

ULTIMATE OF THE FOUR POWERS ACCEPTED BY THE CAIR.

LONDON, Saturday, Aug. 13.—Despatches from St. Petersburg, dated the 5th inst., have been received in Paris. They state that the Emperor had definitely accepted the proposals of the four powers.

A despatch from Trieste says that the Porte accepts without modification, the proposals drawn up at Vienna. An extraordinary ambassador was to leave Constantinople on July 31st, says there is intense excitement there in consequence of the refusal of the refusal of the Hospodars of Moldavia and Wallachia to obey the summons to repair to Constantinople. The old Turkish party was so indignant that fears were entertained for the safety of the city. Revolution was imminent.

The European Times thus speaks of the latest in England:

"The fine weather which has prevailed during the last eight or ten days' the glorious sunshine which we have had for ripening the products of the earth, and the belief that peace will be preserved in the East, are all telling on the corn markets of the United Kingdom. At Mark-lane, on Monday, the decline was three shillings per quarter, and subsequent events have still further cheapened the staff of life."

**THE QUEEN'S VISIT TO IRELAND.**—The royal visit to Dublin will take place on the 23rd of the present month. Her Majesty will proceed to Holyhead upon the afternoon of Saturday, the 27th, and spend that night and the following Sunday on Board the royal yacht. On Monday morning, before break of day, the royal party will leave for Kings-town, where it is expected they will arrive at an early hour in the forenoon. Her Majesty will then make a state entry into the Irish metropolis, and proceed thence to the Viceregal Lodge, where she will remain during her sojourn in Ireland. It is probable her Majesty will not pay her first visit to the Exhibition till the afternoon of Monday.—Her Majesty's stay protracted till the following Saturday. The Queen will be accompanied by his Royal Highness Prince Albert, who has perfectly recovered from his recent indisposition, and probably by the Royal children.

**A NEW SYNOD.**—The Tipperary Free Press—high Roman Catholic authority—announces that, in compliance with the instructions of the Most Rev. Dr. Bullen, delegate of the holy see, a provincial synod, under the presidency of Most Rev. Dr. Slattery, of Cashel, will be held at Thurles in the ensuing month. The preliminaries have not been as yet finally arranged, but in all probability, the synod will commence about the 1st of September. The "Apostolic delegate" is determined not to do his work by halves. The Roman Catholic primate (Dr. Dixon) is now it seems, a mere cypher as regards spiritual authority in the government of the Irish Church.

Two houses of papier mache have been made and sent out to Australia, at the order of Mr. Seymour, a gentleman who is about to take up his residence there. They are so well done that it is scarcely possible to imagine that they are other than excellent brick dwellings.

**From the Coast of Africa.**—Brig Chatlam, from Sierra Leone, July 15, reports that some of the officers and crew of a number of British vessels had died of the yellow fever. There was no American war vessel on the coast.

In 1834 there was only one European coffee planter in the interior of Ceylon: now there are about 300.

It is estimated that there are 40,000 "local preachers" in the Wesleyan body, embracing all classes, from members of the senate and the bar to the lowest artisan.

## THE STANDARD.

WEDNESDAY, AUG. 31, 1853.

**RAILROADS.**—Much has been said, written, and published on Railways, and the important subject has been discussed in every possible point of view in the lower Provinces, within the last two years. A considerable mixture of local jealousy and sectional feeling has occasionally manifested itself in the articles emanating from some of our contemporaries. They appear to think that they possess all knowledge, and that others should not venture to give an opinion. This however is a great mistake, as the avenues of knowledge are open to every enquirer.

The St. Andrews & Quebec Railroad, the only one yet in progress, and which runs entirely through British territory, without doubt a road that will pay as well as any other, and the shortest line, connecting the upper and lower Provinces, running through the centre of this Province, has had its share of abuse heaped upon it from time to time, and has occasionally been omitted altogether in railroad notices, from the fear that, if it attracted attention, the effect might be, that their projects would receive the go by. Still, under all the trials and disappointments, the friends of the line moved on quietly, resolutely and energetically, and they have now the satisfaction of knowing that ten miles' are daily travelled over, and that by the fall, 26 miles will be opened for traffic.

In the mean time the Contractors will be progressing with the work towards Woodstock, and thence to the Grand Falls to meet our Canadian brethren. We are happy to observe, that our Montreal friends are not content to have a terminus at Portland, but are resolved to have another in the Bay of Fundy, at St. Andrews, the distance being nearly equal, thereby securing a winter support on the Atlantic in British territory—as proposed by our much respected contemporary the Montreal Sun, and thus putting this Province in commercial communication with the great Valley of the St. Lawrence. But even this splendid scheme meets with opposition from some of the "old fogies" of St. John, as nothing will answer them but a connection with Portland. We conclude these few observations with the following extract from a letter we recently received from a gentleman who knows the trade and resources of New Brunswick as well as any man within its boundaries. He says, "The Province is in a profound lethargy in reference to its true railroad interests, from which it will awake by and by, with astonishment at its once blindness and stupidity."

**THE POTATOE CROP.**—Our numerous exchanges contain paragraphs relating to the crops, from which we gather, that in most places the hay was more abundant than at first supposed; but we regret to add that the potatoe crop throughout the Northern States and the Provinces, will be a total failure, owing to the rot, that fatal disease having made its appearance, and is rapidly destroying every potatoe patch in the country. In some parts of Massachusetts whole fields have been ploughed up, as not worth the trouble of gathering. We learn from a friend who has been in the upper Parishes of this County during the last week, that he saw some fields which did not exhibit the least appearance of the blight: we earnestly hope there may be many such.

**YELLOW FEVER AT NEW ORLEANS.**—This plague is decimating New Orleans at a fearful rapid rate. In ten weeks about five thousand persons have perished. The accounts contained in the New Orleans papers are most heart-rending; whole families, yes, neighbourhoods have been carried off. For some time the epidemic was confined to foreigners, such as Germans, Irish and others; but it has since reached the natives, the Americans; and a number of respectable and distinguished persons have fallen victims.—Every street, avenue and road, were filled with funerals, and so great were the deathly fumes arising from the corpses, that men were wearing bags of camphor and spices at their noses. Even the negroes, who were hired at \$5 per hour to assist in the work of interment, stagger under the stifling fumes, and could be only kept at their work by deep and continued draughts of "fire water" liquor. They were obliged to hold their noses while heaving up the mould, and the instant they were through run to the bottle

again. We learn from a respectable Boston paper, that rags, the cast off clothes and linen of persons dying of yellow fever, have been shipped to New York by rag speculators. What wonder the inhabitants of that city would take alarm.

**RAILWAY CURVES.**—We insert the following remarks on Railway Curves, in the hope that they may meet the eye of some of our young Engineers in New Brunswick, and commend them to their serious consideration; for although we much approve of the improvements in Railway construction in the United States, still, the great fault in their roads is the frequent Curves, which, have been the result in a great degree of the terrible accidents we so frequently record. Were our young Provincial Engineers to visit England, and take a few lessons to avoid Curves and other matters, it would tend to better their standing, and be of immense importance to our country. The Charleston Mercury says:—

"In the low and middle country of the South, these mischievous meandering of railroads are quite inexhaustible. They are never necessary, and in their effects they form one of the most fruitful sources of expense in the working of the roads. They lengthen the running distance, and thus cause a loss of time in every train. They increase this loss by checking speed. The curved track wears out much faster, and it tears and wrenches the rolling stock. Add to this, every abrupt curve, by concealing the track, becomes a trap for the trains, and will, in all probability, in the ordinary period of a charter, cost the company three times as much in repairs and accidents as was saved in the first construction. We have felt that at this time, when so many railroads are in progress in our own and the neighboring states, this point could not be too strongly pressed on the attention of the managers. Railroads are not temporary expedients; they are meant for the use of all future generations, and are expected to be the most durable as well as the grandest monuments of the enterprise and forecast of our age. Let them be built in a manner worthy of their destined office, as the great arterial system of the industrial world, the bond union, and the beneficent minister to the wants of the races of men. These statements are further corroborated by the position which we recently endeavored to impress—to wit: the paramount importance of able engineers, even though at salaries which may appear very high."

**KLINKERFUE'S COMET.**—We observe from United States and Colonial exchanges, that the Comet we noticed in our last number, has been seen in various places. We learn that it was discovered on the 10th June, by M. Klinkerfue, and its distance is stated to be 30,000,000 of miles from the sun, and about double that distance from the earth. Its train appears to grow brighter, and to increase in length the longer it is seen.

**RAILWAY CELEBRATION AT ST. JOHN.**—If we can form a correct idea from what we have read in the St. John papers, there can be no question but the Railroad demonstration which is to take place in that City on the 14th September, will be conducted and carried out on a scale worthy of the Commercial Emporium of New Brunswick. No stone has been left unturned to render the celebration attractive and imposing.—The trades, the Masonic bodies, and other societies, Citizen Soldiers, and Fire Companies, &c. are to form in procession. Invitations have been sent by the Directors of the Company, to the high Officials in the Provinces and United States; also to the corps Editorial in the Province, a number of whom will no doubt be present. There is to be a lunch in the afternoon and a ball in the evening. The day's proceedings are to close with a splendid pyrotechnic display.

The English Mail by the steamship Canada, was received at the Post Office here this morning, just 10 days from the time it left Liverpool.

His Excellency the Governor General, accompanied by Sir Edmund Head, arrived at St. John on Monday afternoon, and was waited upon by the heads of departments and leading citizens. At 7 o'clock His Excellency embarked in the Forest Queen for Windsor en route for England.

**Canadians in Portland.**—The State of Maine announces the arrival at Portland, on Monday evening, of between two and three hundred gentlemen and ladies from Montreal being the first instalment of members of the Montreal Mechanic's Institute whose members are to visit Portland this week. The Canadians were here met by a portion of the Portland Mechanic's Association, and welcomed by the President, Mr. Burnes, who bid the visitors welcome not only to Portland but to the homes and hearths of her citizens. Mr. Bulmer, President of the Montreal Mechanic's Institute, responded in behalf of his associations and the citizens of Montreal. He expressed a pleasant satisfaction and surprise at what he was pleased to consider the kind reception with which they were met.

A band of music was in attendance, a procession formed, and thence conducted to the houses of the citizens who were in attendance to welcome them.

[Boat Trav.]

**The Insurrection at Tortola.**—The St. Thomas papers state that a sanguinary popular revolt had occurred at Tortola, during the existence of which many people were killed, stores were broken open, the arsenal attacked, and the laws of the country set at complete defiance by an enraged and excited multitude. The primary cause of the movement was the endeavour of the government officers to collect an additional tax of twelve cents a head upon cattle, in order to raise a fund for poor law purposes. From the moment the law was passed—first of June—it was obnoxious to the people, and the levy was resisted so strenuously as to end in an appeal to arms. The civil officers do not seem to have managed the first malcontents with either tact or temper; but during the crisis the military authorities—headed by Colonel Chads, government administrator—displayed both energy and courage. The rebels fled to the country, but many citizens have been left houseless and penniless by their violence.

**Woodstock Aug. 27.**  
In our paper of the 23rd of July, we stated that a man named "Bill Collins," had swindled a widow woman in this place out of \$25, by passing off five worthless medals for five dollar pieces; the woman entertaining a suspicion that the friend who called him into her shop (a Mr. Watson) was an accomplice, took out a warrant for his apprehension a few days ago, when Watson, rather than appear before a magistrate, gave her security for the amount she claimed.

We may also state that the person who broke open the letters in Richmond, and abstracted money therefrom, (the particulars of which were given in the Reformer a short time ago, has been identified, and has promised to restore the money. We presume that both these persons will be suffered to escape punishment, as there does not appear to be any one disposed to prosecute or have these matters undergo an investigation. This looks like a premium on dishonesty, and we cannot wonder that crime is prevalent amongst us, when no effort is made to punish the guilty.

**FIRE.**—About one o'clock on Wednesday morning, the inhabitants of this village were alarmed by the cry of fire, and the ringing of bells: in a few moments the streets were filled with people, who on ascertaining that the fire was at Hardscrabble, immediately started for that place, some in waggons, some on horseback, but by far the greater portion on foot. But few reached the corner as the fire was extinguished before they could get up. The engine was taken up but not before the fire was out.

It took in a blacksmith's shop owned by Mr. Brown. We have not heard what the loss is, but suppose it is considerable, as everything in the shop—books and all—was destroyed. This should be a warning to all to look well after their fires.—[15.]

**LORD ELGIN.**—The Quebec Mercury speaking of the departure of Lord Elgin to Europe, says:—

His Excellency the Governor General leaves Quebec, en route to England, in the steamer "Doris" on Monday next, and will be succeeded in the administration of the Government by Lieutenant-General Rowan Rowan, Commander of the Forces, who arrived from Montreal this morning.

While none are so devoid of judgment as not to appreciate Lord Elgin's personal character and deportment, no Conservative, no friend of British Connection, and no lover of freedom of speech, liberty of conscience, and loyalty to the Crown, can, for one moment, feel regret at his Lordship's leaving. As for joining in a general address, the Conservatives will be utterly astonished if they do anything of the kind; but they may (if the act be not liable to misconception) present a separate address, expressing respect for his private worth, as an amiable nobleman, who has for some years resided in this country, and declining to enter on his public conduct at all.

**THE NEW COMET.**—A Boston paper contains the following communication from Mr. Bond, of the Cambridge Observatory, relative to the comet which has recently made its appearance:—

"The comet discovered on the 10th of June by M. Klinkerfue, is now visible to the naked eye, in the West, at about an hour after sunset."

"Its nucleus is of the brightness of a star of the third magnitude—a tail of one or two degrees in length can also be distinguished, extending upward. This interesting object has been observed by astronomers for one or two months past, during which time it has been gradually increasing in brightness. Its distance from the sun is now thirty millions of miles; but from the earth it is two or three times more remote."

**The Yellow Fever at Natchez.**—Over 200 Deaths!—People leaving the City.—A dispatch dated on Saturday, the 20th, says:—"The yellow fever has existed in this city for several days, having, it is supposed, been brought here by some vessel from New Orleans." Up to the present writing, upward of two hundred deaths have taken place.

**GOLD IN CANADA.**—The Quebec Morning Chronicle insists that there is gold in abundance in the Chaudiere (Canada) diggings. The editor has been there himself, and seen the craze rocked with good effect. He obtained with his own hands at one washing, 17 grains, at a second 10, at a third 29, at a fourth 11, at a fifth 2 grains. He saw picked up a single lump, worth 15 shillings, and two pansful of earth yielded in his presence 15 dwts. of the precious metal.

Eight men at the River des Plantes, have succeeded in washing out £45 worth of gold in one day, and ingots to the value of £50 have repeatedly been obtained from the gold-bearing quartz of that region.

Mr. D. BRADLEY has removed to his new Store, where he is opening a choice selection of New Goods, suitable to the season.

**GRAND TRUNK RAILWAY.**—A correspondent of the Boston Daily Advertiser, writing from Montreal, states a sumptuous entertainment was on Friday evening last served up at the Donagana Hotel in that city, in honor of the arrival of Robert Stephenson, Esq., the distinguished English engineer.

Mr. Stephenson has come across the Atlantic in the capacity of consulting engineer upon the construction of the great tubular Bridge proposed to be thrown across the St. Lawrence, on the line of the Grand Trunk Railway. After the cloth had been removed, Mr. Stephenson was introduced by a complimentary toast; and gave the Provincialists some good advice in order that they might escape the enormous sacrifices on account of errors, which in England had cost £60,000,000 unnecessary expense, in a £300,000,000 railway investment. (An estimate of American losses in the same way might furnish a still more startling illustration.) The writer remarks:—

"With regard to the subject of the Bridge so interesting to the people of Montreal, Mr. Stephenson said that he had no doubt it could be built notwithstanding the dangers resulting from the annual debris, or breaking up of the ice in the Spring. He had endeavored to make himself acquainted with the nature of this phenomenon, and hoped to return next Spring to see it himself, [this announcement was greeted with enthusiastic applause,] and from all he could learn, he did not think it would prove an insurmountable objection to the construction of the Bridge. His present opinion regarding its location was, that it must be a short distance above the city of Montreal."

**GOVERNMENT NOTICE.**

Public Notice is hereby given, that the Weights and Measures prescribed by the Act 16 Vic. cap. 6, have been ordered from England, and when received here, the Clerks of the Peace for the several Counties throughout the Province will be duly notified thereof.

J. R. PARTELOW.  
Secretary's Office, 16th Aug. 1853.

**MARRIAGES.**

On the 24th inst., at the residence of the bride's father, by the Rev. James G. Hennigar, Wesleyan Minister, Mr. Charles W. Berteaux, to Charlotte Maria, daughter of Mr. William A. Robertson.

**DEATHS.**

At Toronto, on the 19th August, Samuel Proudfoot Hurd, Esq., in his 61st year, formerly an officer in the Grenadier or First Regiment of Foot Guards, in which corps he served at Waterloo. The deceased held for several years the office of Surveyor General of New Brunswick, with a seat in the Legislative and Executive Councils, and afterwards succeeded to the office of Surveyor General in the Province of Upper Canada.

**SHIPPING JOURNAL.**

**PORT OF ST. ANDREWS.**

**ARRIVED.**  
Aug. 27.—Barque Wexford, Codd, Liverpool.—J. Sykes & Co., and F. A. Babcock, passengers, railway materials, and salt.

Schr. Granville, Greenwood, Sydney.—J. W. Street, coals.

Mechanic, Spicer, Digby.—Master, bricks.

30th.—Schr. Flight, German, Digby.—Master, sheep and sand.

**CLEARED.**

23.—Barque Clarence, McDonough, Galway, deals.—F. A. Babcock & Co.

24.—Ship G. W. Morton, Tallman, London, Deals, F. A. Babcock & Co.

**Collector's Notice.**

ALL those interested are hereby notified, that unless their Rates and Taxes are punctually paid on or before Monday the 3d day of October next, suits will be commenced without any distinction of persons.

HUGH MORRISON,  
Collector of Rates, St. Andrews.

St. Andrews, Aug. 29, 1853.

**BEST SYDNEY SCREEN'D COAL,**

100 Chaldrons

To arrive.—Apply to

J. W. STREET.

Aug. 24, 1853.

**Dentistry.**

D. R. B. PATTERSON has visited St. Andrews, and taken rooms at Bradford's Hotel, where he will remain for two days only. He will be happy to wait on all who may require his services. All operations warranted to give satisfaction.

R. B. PATTERSON,  
Surgeon Dentist.

St. Andrews, June 22, 1853.

**LONDON PORTER,**

**STOUT AND PALE ALE.**

To arrive per ships "Miramichi" and "Caros" from London

100 Casks London Bottled Porter & B. S. out.

26 Do Pale Ale.

6 Hds Barclay Perkins & Co's. Stout.

3 Do Do Pale Ale.

J. W. STREET.

May 16th 1853.

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