

European Intelligence.

The steamship Arctic, with Liverpool dates to the 12th ult., arrived at New York on the 26th, with 49 passengers.

The Africa arrived home on the 9th ult. The Hermann left Southampton for N. York on the 10th.

Cotton was unchanged and quiet. Grain was dull, and in limited demand at previous rates.

Floor sold slowly, and was rather easier. The new Cunard steamer Alps had reached Liverpool, and would leave for New York on the 3d of Feb.

The contest between Mr. Gladstone and Mr. Percival for the representation of Oxford University, continues doubtful. The Election keeps open for some days.

The over-due Mail Steamer from Australia, with upwards of £1,000,000, had arrived in England.

Forgeries to the extent of £100,000 by a London Commission Merchant named Poy, had been discovered on the house of Callman & Sutcliffe, of London, who had become consequently bankrupt, with liabilities to the extent of £300,000. They transacted a large Commission business for the U. States. The forgeries are supposed to have influenced the late extraordinary transactions in the London Corn Exchange, hitherto supposed to have been connected with the declaration of the French Empire.

The new Duke of Wellington has been appointed Master of Horse to the Queen. The will of the late Duke of Wellington is stated to be valued at £800,000 only.

ITALY.—Francis Madiat, whose case has excited so much interest, has died in Florence. A correspondent of the London Times says, he believes he was poisoned. Madame M. remains in prison.

PETITBONE TUNNEL.—The ceremony of the opening of the Baltimore and Ohio Railroad, which was celebrated last week with great success, would have been necessarily postponed for some time, in consequence of the unfinished state of the Petitbone Tunnel, but for an ingenious and bold expedient, by which the tunnel was for the present dispensed with, and the train of five hundred visitors, and thirteen locomotives of the heaviest class made to traverse the summit of the mountain not yet fully perforated. This was done by means of a temporary zig-zag track cut in the face of the mountain, and furnished with rails, by means of which, sections of road called Y's, diverging from each other by switches in a reversed direction, and thus mounting above each other, at an inclination of 330 feet to a mile. Over these sections, the locomotives, each drawing two long passenger cars, with its complement of passengers, ascended at a pace of fifteen miles an hour, and descended safely in the same manner on the other side, stopping at the end of each station, to reverse the motion. This transit of the mountain was accomplished in the outward trip by torch light, and it is thus described by a correspondent of the Baltimore American:—

At the foot of this mountain the mouth of the Tunnel was discerned, with the lamps of the miners glancing within. Our entire train consisted of twenty-six cars, and thirteen of Ross Winans' most powerful locomotives were in waiting, puffing and puffing like war horses, ready to take us across the summit of the rugged mountain before us. After some delay, during which darkness closed in upon us, two cars were harnessed to each of the "iron horses," and all being in readiness, the ascent was commenced, the first locomotive turning out of the first Y, as it is called, before the second one started, and so on until the whole side of the mountain was dotted with those fiery monsters, which, in the darkness, presented a scene that was perhaps never before witnessed in the world, and probably may never be again. The ascent of the mountain is by tracking to and fro on its side, up to the summit, and then down in a similar manner on the other side, the track being laid in deep and broad cuts on the side of the mountain. These tracks run so closely parallel with each other, but at different elevations, that at times the trains were so near together that the passengers could call up or down to each other, and be distinctly heard, as they passed.

On reaching the summit, those in the seventh of the thirteen trains had a full view of the six locomotives following after them on the one side, and the six descending on the other, each belching forth fire and smoke, whilst the miners going to their work in the shafts, and at either end of the tunnel, bearing hundreds of lamps and moving to and fro in the distance at the base of the mountain, gave the finishing attraction to this grand spectacle. The Western slope of the mountain is more precipitous and difficult than the Eastern, and it was truly a grand sight to look up and see, "rank above rank," the various trains ticking like ships on the ocean's wave, down the terraced mountain side. The grand spectacle produced by dramatic genius will never prove any attraction to the five hundred guests of the Baltimore and Ohio Railroad—they will hereafter note them to the mere child's play, in comparison to "The Crossing of Petitbone's Tunnel."

Dreadful Shipwreck. Eighty-six Lives Lost.—The large English ship Successor, lying in Madras Roads, having on board 244 persons and a great number of horses, foundered at her anchors, in sight of hundreds of people, on the 9th of Oct. last. The captain and 2d officer had gone on shore, leaving the ship in the care of the mate. A quail arose, the mate at the time being too

drunk to take the measures necessary to save the ship, she was totally lost, drowning 86 men and all the horses. Safety lines were projected from shore by means of rockets, but the helplessness of the officer in charge rendered them of no avail.

[From the Halifax Colonist.] RAILWAY PROPOSITIONS.

MESSRS. JAMES SYKES, JOHN BROOKFIELD, and GEORGE WILLIAM KING, Railway contractors respectively, submit to the Government of Nova Scotia, the following proposition for the completion of a system of Railways in the Province.

The Contractors will undertake to construct and complete in a substantial and workmanlike manner, a Line of Railway, extending from the Harbour of Halifax, in a northerly direction, to Bay Verte, following generally the course laid down by Major Henderson. Also a line branching from this at the Grand Lake, and extending to Windsor, and thence to Victoria Beach. Also a Branch from the Main Line in the neighbourhood of Lower Stewiacke, to the Albion mines, joining the Railroad at present in operation, from thence to the Harbour of Pictou.

The aggregate length of these Lines, with sidings, passing places, &c., is estimated to be about 320 miles.

The Contractors will survey and locate the Railways—the curves and gradients being in no case inferior to those shown by Major Henderson's plans and Sections deposited by the Contractors of the Line from Windsor to Victoria Beach. In no case shall any curve be of less radius than 1000 feet.

The gauge of the Railways to be five feet six inches. The weight of the rails used to be 63 lbs. per yard forward, in 15 feet lengths; joint clamps of twelve lbs. will be provided of cast iron, each chair being firmly fastened to the sleeper by four wrought-iron wood screws.

This proposal includes all Stations, Warehouses, Rolling Stock, Turntables, Switches, and Signals, and every thing required for the efficient working of the Lines and Traffic when completed.

The price to be paid by the Government to be at the rate of £4500 sterling money per mile, throughout the entire length of single line; two thirds of which shall be paid in Cash or Government Bonds at par, bearing interest at 6 per cent. per annum, redeemable in 20 years, and the remaining one third to be paid in the Stock of the Company.

Payments to be made monthly. Ten per cent of payments due in Cash to be retained by the Government, as a reserved fund, until it amounts to £20,000. This sum to bear interest at the rate of 6 per cent. The sum of £10,000 of this amount to be paid on the Engineer's final certificate, the remaining £10,000 to be paid 12 months after the opening of the line.

The Provincial Government to appoint five Commissioners, and the Contractors three, for the management of the affairs of the Company.

The Contractors will provide the following Rolling Stock:—

30 Engines; 12 first class Carriages; 50 second class do.; 200 Mineral Waggons; 60 Hand Carts and 5000 empty Trolleys.

Plans, Sections, Working Drawings, and a Report upon the construction of the Line from Windsor to Victoria Beach, founded upon data taken from a careful Survey and Levels, are submitted by the Contractors to the Government, which show in detail the mode of construction proposed to be adopted there, and throughout the whole system of Lines.

The workmanship and materials shall be of the best quality of their several kinds, that the neighbourhood through which the Line passes shall be fully equal to those upon any of the Railroads constructed in England; and shall, if required, before the opening of the Railways for traffic, be subject to the approval of the Government Inspector of Railways in England—on whose decision the Contractors agree to abide—the expenses of such examination to be paid by the party who may require his services.

JAMES SYKES,
By his Attorney, John Brookfield,
JOHN BROOKFIELD,
GEORGE W. KING.

13, Spring Garden Road, Halifax,
19th January, 1853.

MR. JACKSON'S PROPOSITIONS.
WILLIAM JACKSON, Esquire, on behalf of himself and Messrs. Peto, Betts, and others, is prepared to construct the Trunk Line of Railway through Nova Scotia, from the Harbour of Halifax to the frontier of New Brunswick, in either of the modes following, that is to say:—

If a Charter shall be granted incorporating a Company with a Capital of £1,000,000, or 50,000 shares of £20 each, Mr. Jackson, and his friends, will contract to complete the whole Road upon terms similar, and in the same style, covered by arrangements already made with the Province of New Brunswick.

The Survey of the Line to be completed by the middle of July, to cost £1500, to be charged in the cost of the Railway, if Messrs. Jackson and Co. do the work, and sold to and paid for by Government if they do not.

It is assumed that the cost of the Road will not exceed £6000 per mile, but whatever it costs the funds are to be provided in the proportions:—

5 per cent to cover right of way, for which Stock Certificates shall be given to proprietors.

10 per cent of Stock to be taken by the Contractors on their own account.

25 per cent for which Bonds of the Company will be taken by the Contractors.

25 per cent for which their Bonds, bearing

interest at 6 per cent. and payable at periods not to exceed twenty or thirty years, shall be taken by the Contractors at par.

25 per cent to be paid in Cash or in Bonds of the Province, bearing the same rate of interest, and redeemable in the same way.

The Government in appoint 4 Directors, the Contractors 2, and the Shareholders 4. Principal, and interest at 6 per cent. on the 25 per cent. of Bonds or Cash to be advanced by the Government, to be secured by mortgage as a first charge upon the Railway.

The 35 per cent of Company's Bonds to form the second charge, and be secured in like manner.

The prices to be paid for the work to be sanctioned by an Engineer of known eminence, to be appointed by the Government.

W. JACKSON.
Mr. Jackson and his friends will organize a Company and subscribe or raise one half of the funds required, on receiving Provincial Bonds or Cash for the other half, the advances made by the Government, with interest thereupon, to form a first charge on the road when completed.

Should the Legislature prefer that the work should be constructed on Government account, and be owned and managed for the benefit of the Province, then Messrs. Jackson and Company agree to complete the whole in time to open simultaneously with the Road through New Brunswick, and receive payment in cash, or in Provincial Bonds at par, bearing interest at 6 per cent.

All sums mentioned to be sterling money, and all interest and dividends to be paid semi-annually in London.

W. JACKSON.
TO CORRESPONDENTS.—"Municipality" received too late for insertion. Also, "Pilot's letter on same subject, will be published in our next."

THE STANDARD.

WEDNESDAY, FEB. 2, 1853.

OPENING OF THE BALTIMORE AND OHIO RAILROAD.—In another column we have copied a description of the opening of the Baltimore and Ohio Railroad, which gives some idea of "the way they do things in the States," and at the same time shows the indomitable perseverance and ingenuity of our neighbors in Railroad matters. The contractors engaged to complete the Petitbone Tunnel running through a mountain, lay the rails, and open the road at a certain time; but finding that the unfinished state of the work, would not permit of their doing so, they adopted the novel and ingenious expedient alluded to in the article headed "Petitbone Tunnel."

QUEBEC AND RICHMOND RAILWAY COMPANY.—From the annual Report of the Directors of this Company, published in the Quebec Morning Chronicle, we learn, that after much delay and many discouragements they succeeded in entering into a contract with Messrs. Jackson, Peto, Brassey, and Betts, to complete the Railway from Quebec to Richmond; (which is now a portion of the Main Trunk Line,) for £6,500 sterling per mile; this sum is not so great when we take into account that it includes:—

"All charges and expenses of the Company; the payment of the Chief Engineer and his Department, the Secretary, Treasurer, Clerks, Accountants, Agents and Bankers, the Office expenses; the Directors' allowance; the interest of the Debentures and Stock, certificates issued and to be issued, to pay land damages, build stations, wharves and all necessary buildings, purchase Locomotive Engines, Passengers and Freight Cars, in fact place the road in complete running order in every respect."

The report is lengthy, entering fully into the transactions of the Company, and concludes as follows:—

"That the position of the Company is most encouraging and will contrast favourably with that of any other Railway in the Province, cannot be denied; and the statistical information obtained and the examples afforded by the different Railways adjacent to this, leave no doubt on the minds of the Directors that the undertaking will prove not only a safe but a most profitable investment."

What means the following resolution which passed at the annual Meeting of the Stockholders? Can this be the Mr. Fossdick, formerly employed on the St. Andrews & Quebec Railway, who was so well paid for his work, and when he returned to Boston, published a slander upon the Company, over the signature of "Flagstaff"?

RESOLVED, That it be an instruction to the Board of Directors to inquire into the conduct of Mr. Fossdick, the Chief Engineer, of the Company.

Dr. Alder (says the London Watchman of December 8.) has notified the President of the English Conference, that he withdraws himself from the Wesleyan Ministry. All that the Watchman says with reference to it is the following:—"It may be proper to add that the event has not been brought about by anything connected with recent agitations in the Wesleyan Society."

ties, or any objection to the doctrines or discipline of Methodism."

LATEST FROM ENGLAND.

Boston, Jan. 31.
The steamship Africa has arrived at New York; she was detained at Liverpool by order of the Government, that they might send to Canada the decision upon the Clergy Reserve Bill, and important matter relative to Cuba and the United States, and the imprisonment of British subjects in Cuba.

The war at the Cape still languishes; the Kaffirs are not entirely quelled.

Lord Eldon has been declared a lunatic. France is quiet.

RAILWAY PROPOSALS.—We notice that the proposals of Messrs. Sykes, Brookfield and King, for the construction of Railways in Nova Scotia, have been unfairly as well as unhandsonably treated, by the St. John press generally, and also by one or two of the Halifax papers. Their ability to carry on the work, has been doubted, and their estimates questioned. What has led to these severe and uncalled for strictures?—Simply, because Mr. Jackson has contracted to build a portion of the New Brunswick lines for \$6,500! and has also made a similar offer to the Nova Scotia Government to construct their Railroads. In another column may be seen the proposals made to the Government of Nova Scotia by Messrs. Sykes & Co., and Mr. Jackson, for the construction of Railways in that Province. These speak for themselves. The Hon. Mr. Howe in his speech before the Nova Scotia Legislature on the 22d ult., said, when in London:—"I sent letters similar to the one I now read, to a number of distinguished persons, from all of whom I received satisfactory answers as to the stability of Messrs. Sykes & Co. We append these documents as an act of justice to Messrs. Sykes & Co., as they prove conclusively their ability and means:—"

Hotel de l'Europe,
London, 20th Nov. 1852

SIR—Mr. James Sykes, of Sheffield, on behalf of himself, and Messrs. George W. King and John Brookfield having submitted to the Government of Nova Scotia certain propositions for the construction of a Railway in that Province—has referred me to you as a person who would bear testimony as to their skill and resources, and upon whose aid and co-operation they can rely.

Will you have the kindness by return of Post to favor me with such a reply as you may consider fair to your friends and which may enable the Government of Nova Scotia to decide how far they may rely with confidence upon the faithful fulfilment of any contracts which may be entered into.

I have, &c.,
(Signed) JOSEPH HOWE,
William A. Matthews, Esq.,
Mayor of Sheffield.

Sheffield, Dec. 1, 1852.

SIR—I have received your letter; the gentlemen's name have been long known to me. They and their connections have ample resources in capital and experience to execute any contracts to which they may become parties.

Mr. James Sykes built the Church Fenton Viaduct, one of the most beautiful and extensive works of the kind in England, and Mr. Shortridge, Mr. King's father-in-law, built a Viaduct in Sheffield which covers six acres of arched work, he and his partners had at one time Ten Thousand men employed in various parts of the three Kingdoms. Mr. Brookfield and Mr. King have themselves both been extensively engaged for many years in large public works.

Have the honor to be Sir,
Yours, &c.,
W. A. MATTHEWS,
Mayor of Sheffield.

Honble Joseph Howe, &c.,
&c., London.

Wentworth Wood House,
Nov. 29th, 1852.

Sir—Your letter, owing to its misdirection, only reached me to day, or you would have had earlier answer. Of the three persons named in it King alone is unknown to me.

James Sykes and John Brookfield are members of families, who have been for generations in the service of this House.

The individuals in question have risen in the world by their industry and abilities, and I have no doubt that they will execute to the satisfaction of their employers whatever works they may undertake. Of their pecuniary means I have no knowledge, but I have reason to believe that they have connexion with parties who are fully equal to furnish whatever capital may be required.

It will give me great pleasure to hear that their tenders have been accepted, and that the execution of such important national undertakings has been entrusted to parties who are so nearly connected with my family.

I have, &c.,
(Signed) FITZWILLIAM J.
Joseph Howe, &c., &c.

GAS.—We are happy to notice, by an advertisement in our columns, that the spirited people of St. Stephens, intend applying to the legislature, at its next session to incorporate a "Gas Light Company" in that place.

A man milliner selling thread and need is puz one in mind of a bull terrier catching

mice. Women and cats ought to scrangle their eyes out for interfering with their line of business.

WEEKLY COLONIST.—We have received the first number of the New Series of the Weekly Colonist, a large and exceedingly neat paper, published in Halifax, N. S. Its appearance is neat, and the matter both interesting and instructive.

A daughter of Mr. H. B. Jacques, about seven years of age, was badly burned on Thursday evening, by her clothes taking fire. When she found her clothes were on fire she ran into the street—the flames reaching above her head. She was immediately surrounded by several men, who extinguished the fire, but not before she was very badly burned. (Carleton Sentinel.)

A post mortem examination of the late Amos Lawrence showed that his heart was largely ossified, and what was very remarkable, the large size of his brain—weighing two ounces more than that of Mr. Webster.

SHIPPING JOURNAL.
Jan. 28.—Schr. Unga, Melony, Boston, general cargo.

MARRIAGES.
At Carleton, on the 21th ult., by Rev. Fred. Coster, Mr. Wm. George Clarke, to Miss Anna, daughter of the late J. P. Caldwell, formerly of this town.

DEATHS.
On the 26th ult., at Waverly, Mr. Thomas Sparrow, aged 34 years, leaving a wife and two children to lament their sudden bereavement. The deceased was a native of Staffordshire, England, and a sub-contractor on the St. Andrews and Quebec Railroad, and was highly respected not only by his employers, but by the large body of men engaged on the works. His remains were brought to town on Saturday last, and interred in the Episcopal burying ground, attended by the largest funeral ever witnessed here. The Railroad Staff as mourners dressed in the deepest mourning.

Public Notice.
A PUBLIC LECTURE will be delivered under the patronage of the
Charlotte County Agricultural Society, by
MR. HARRIS CUMMINGS,
Veterinary Surgeon, lately from Scotland, upon
the Nature and Treatment of the HORSE,
at the TOWN HALL, on TUESDAY EVENING NEXT, the 8th inst., at 7 o'clock. All persons feeling interested in the subject, are invited to attend.

By order,
ALEXANDER T. PAUL,
Secy.

St. Andrews, Feb. 1st, 1853.

NOTICE.
APPLICATION will be made at the next meeting of the Legislature, to incorporate a "Gas Light Company" in St. Stephen.

NOTICE.
THE STORE at present occupied by HENRY FRYE & Co., to be LET on the first of May next. Apply to
H. H. HATCH.

Feb. 2, 1853.

PACKET SPRAY.

THE well known Packet Schooner, SPRAY, will resume her trips about the 1st of February, sailing from St. Stephens and St. Andrews for St. John; this Packet needs no recommending with respect either to the qualification of the Master or the Vessel.

The subscribers beg to return his sincere thanks for the very liberal patronage he has received for the last four years, more especially the past one, in consequence of which he has been enabled to reduce the price of freight materially for the time to come, and respectfully solicits a continuance of patronage.

Particular attention will be given to usual to all business entrusted to him, which will be executed with punctuality and despatch.

Good accommodations for Passengers—Fare 2s. 6d., until the steamers commence running again.

JOHN BALSON,
Master.

St. Andrews, Jan. 19, 1853.

NOTICE.
ALL persons having claims against the estate of the late JOHN B. DOWELL, of Woodbourne, deceased, are requested to render the same duly attested, within three months from date; and all those indebted to the said estate, are requested to make immediate payment to the undersigned.

MARGARET M'DOWALL, Executrix.
DAVID W. JACK,
WILLIAM JACK,
10th January, 1853.

LEGISLATIVE COUNCIL CHAMBER.
Tuesday, 6th April, 1852.

ORDERED, That the Fortieth Standing Order of this House be, for three months previous to the next meeting of the Legislature, published in the Royal Gazette, and also in a Newspaper in each County in which a Newspaper is published.

XL That no Bill, Resolution, or other Proceeding, founded upon any application addressed to the House of Assembly, be sustained by the Council, unless an application to the same effect, with such documents as may accompany the same, be also presented to the Council in General Assembly.

(3m.)