

Latest from Europe!

Arrival of the America.

The steamship America sailed from Liverpool about noon on Saturday, Feb. 28, and arrived at Halifax March 12, at 3.45, P. M.

The America reports ships March 1st off Bally Cotton; signalled ship T. H. Perkins; 20 miles West of Kinsale, passed steamship Africa; 34, lat. 51, long. 18, saw ship on fire bearing North; bore away to render assistance and sent a boat, but no person being on board, the boat returned, the ship appeared to be of about 800 tons, and painted blue. On the 7th, lat. 46, long. 40, passed a Hamburg bark steering West, 9th, 42, long. 49, passed a large American, showing a white flag, with red cheeks. The Alps arrived at Liverpool on the morning of the 26th, at 10.30, Thursday, the 26th. The Hermann sailed on the 26th. The Alps will sail from Liverpool on Wednesday, the 4th, for Boston.

The arrangements of the difficulty between Persia and Britain progress satisfactorily, but the treaty is not yet signed. The proposed convention specifies that G. Britain shall enjoy equal commercial privileges as the most favored nations; British Consuls may reside at the several stations in the interior of Persia, and at the ports of the Persian Gulf; but Persia refuses the British request to permit Consuls on the Caspian Sea, inasmuch as treaties with Russia forbid it. Great Britain shall have the right to form an establishment on the Island of Kurrack, and another at Ormuz. The Persians shall evacuate Herat and the British give up Bushire.

GREAT BRITAIN.—The trade and navigation returns for the month of January are issued, and show a progressive increase. Mr. Dallas and Philip Dallas attended the Queen's levee on the 26th. The Parliamentary Committee on the Hudson Bay Charter continues in session, Col. Leffroy, Dr. Rae, and Governor Simpson, have given evidence. In Parliament, proceedings have been interesting. The debate on Lord Derby's motion of censure on the Chinese War was resumed, and resulted in a division, for Lord Derby's motion, 110; against it, 146; majority for the Government in a full House, only 36.

In the Commons, Mr. Cobden brought forward a motion similar to Lord Derby's, viz., that the House has heard with concern of the conflicts which have occurred between the British and the Chinese authorities in Canton river, and without expressing an opinion as to the extent the Government of China may have afforded this country cause of complaint, respecting the non-fulfilment of the Treaty of 1842, this House considers that the papers which have been laid upon the table, fail to establish satisfactory ground for the violent measures resorted to at Canton in the affair of the "Arrow," and that a select committee be appointed to inquire into the state of our commercial relations with China.

Mr. Layard wished to ask Lord Palmerston three questions, viz., whether an offer of £1000 was not made last week to Sir J. McNeill and Colonel Talloch, and indignantly rejected. Whether Government had received any information of a Treaty between Russia and Persia, referred to by him (Layard) a few days since; and, lastly, if negotiations with the Persian Envoy at Paris, were completed. Lord Palmerston said, an offer of £1000 had been made to Mr. McNeill and Mr. Talloch, which was declined, but courteously; 2dly, he was authorized by the Russian Minister for Foreign Affairs to say, that there was no such Treaty in existence as that referred to; and 3dly, that negotiations at Paris were not finished.

FRANCE.—Letters from Paris state, that the Council of State has rejected a credit of five millions of francs which was demanded by the department of War. It is considered probable that the Bill for taxing Railway shares will be abandoned altogether by the Government. Algeria advances to the 19th, speak favorably of the crops.

SPAIN.—It is stated in a ministerial organ, that the number of vessels about to be sent by the Government against Mexico is, including transports for 10,000 men, to be between 20 and 30. The country, says this journal, may be assured that the national honour shall receive complete satisfaction. The recent announcement from the Spanish Government for a mail steam line between Cadix and Havana, at a subsidy of \$25,000 per month, failed to draw forth a single reply; they have now increased their offer to \$30,000 per month.

AUSTRIA.—The Vienna Gazette publishes an imperial decree, abolishing all passport regulations within the Austrian Empire; in future, it is only at the frontier that passports are to be shown; the effect produced by this decree is very favorable.

ITALY.—A Vienna letter says, that deliberations have taken place in the ministerial council at Milan, under the presidency of the Emperor, having for its object the withdrawal of the troops from the papal legation; they have led to instructions being sent to Count Colonna, the Austrian Ambassador at Rome, to come to an understanding about it with Cardinal Antonelli. It is supposed that the papal Government thinks if no longer requires foreign assistance. If the reply is to that effect, Austria will enter into negotiations with France for the simultaneous withdrawal of the French troops from Rome, and the Austrian from Bologna. The alliance which has recently taken place between Austria and France, may have conducted to hastening such a resolution on the part of the Austrian Government.

Prussia, India and China telegraphs anticipatory of the overland mail received, dated Hong Kong, Jan. 15th, says; affairs in China are reported unchanged. Private letters from Hong Kong state, that a numerous Chinese fleet had attacked the English squadron and subsequently retired in good order under the forts of Canton. The fleet belonging to the Chinese Rebels had formed a junction with the Imperialists at Whampoa. A Paris despatch in the "Morning Post" says, letters from Macao of the 10th of Jan. state, that the Emperor of China had just placed in a state of siege the five parts of the Empire open to Europeans. The Europeans on board the steamer "Thistle," in all 11 persons, had been treacherously murdered by the native passengers. The steamer was carried off and abandoned after being dismantled. The Government of Hong Kong had increased the police force and were taking precautionary measures against incendiarism. Shanghai Exchange 6s. 8d.; the prices of tea had advanced; the stock of black was small; silk settlements, 68,000 bales. Freight depressed. Exchange at Hong Kong 1s. 9d. total exports of tea to Great Britain, about 41,000,000 pounds, against 54,000,000 pounds last year.

Dates from Bombay are to the 2nd inst. Intelligence from Basrah received at Bombay, is to the 17th Jan. The British were still unmolested by the enemy. An attack had been made by a detachment of cavalry and horse artillery on the depot of the Persian stores and ammunitions 22 miles from the camp; the object was attained without loss. Despatch of reinforcements had been commenced, and the Government had opened a new 5 per cent. loan for three crores of rupees. The Bank of Bengal had raised its rate of discount to 11 per cent. on private Bills. Exchange on Bombay, 2s. 11d. Money Market easier. The demand for imports continued active; exports generally firm. Freight had advanced at Madras; imports in moderate request. Indigo again risen. Freight, slight decline. Exchange 2s. 13d.

LEGISLATIVE COUNCIL.
MONDAY, March 2nd.
Honorable Captain Robinson called the attention of the Council to the practice pursued in the other House in reference to the appointment of Special Committees to examine into and report on the great interests of the Province, and wished to see similar Committees appointed by the Council. The Hon. Gentleman then alluded to the importance of the Fisheries in this Province, and moved that a Committee be appointed to whom should be referred all matters relating to the Fisheries. The motion was sustained, and the Honorable Messieurs Robinson, Davidson and Wark were appointed the Committee.

WEDNESDAY, March 4th.
After going through considerable routine business, the Council went in Committee of the whole on the Bill to amend the Act relating to the division of the Parish of Charlotte, County of Kent, which was passed.

The Council again went in Committee, and passed the Bill incorporating the Saint John Harmonic Society.

The Council went in Committee, and passed the Bill repealing the Act providing for the more efficient repair of Roads and Bridges in the Parishes of Campo Bello and Grand Manan, so far as the Parish of Grand Manan is concerned.

The Council then went in Committee, and passed the Bill to divide the Parish of Pounfield, County of Charlotte, into two separate parishes.

The Council then went in Committee on the Bill to alter the time of holding Circuit Courts in the County of Charlotte. This Bill, which was sent up from the Assembly, went to abolish the two Circuit Courts heretofore held in Charlotte, and to enact that an annual Court be held instead, to commence on the first Tuesday in August. Some difference of opinion was exhibited as to the time the Court should be held and Hon. Mr. Todd moved that the third Tuesday in August should be inserted instead of the first. Progress reported.

The Council again went in Committee on the Bill to incorporate the St. Andrews Rural Cemetery Company.

Hon. Capt. Robinson had one objection to the Bill. It was amended in the Lower House, providing that a portion be set apart for the Roman Catholics. Why should they be placed in a different position from others? It was, perhaps, because they would bury but in consecrated ground. But that was also the case with the Church of England, which was not mentioned.

Hon. Mr. Chandler said there was something in the Bill that required looking into. He was not prepared to give it that attention it required, and he moved that the Committee rise and report report progress.

Hon. Mr. Todd was in favor of the Bill as it stood. The management would be in

the hands of men of all denominations, who, he thought, might with safety be trusted.

Hon. Mr. Chandler said the Bill was open to this objection; it was altered in the other branch to suit a particular party. Now if the other House thought proper to alter it, and provide that a part be set off for Roman Catholics, why did they not name the Church of England at the same time, since each religious body requires consecrated ground wherein to bury their dead?

THURSDAY, March 5th.
The Council went in Committee of the whole on a Bill to authorize the Rector and Churchwarden of All Saints Church, in the town of Saint Andrews, to sell certain Church and Glebe lands, and invest the money in other securities.

Hon. Mr. Minchin opposed the Bill. His objection was general: he was opposed to all such Bills, as he feared they would afford opportunities to make such bargains as would leave the Church of England, eventually, denuded of her lands.

Hon. Capt. Robinson explained the necessity for passing this Bill. The Church was in the very midst of the town, surrounded by buildings, and was in danger of being destroyed by fire. It was not a proper place for it. He believed that the general desire of the Churchmen of St. Andrews was to sell the Church lands, which were valuable, and build a new Church in a less crowded part of the town with part of the proceeds. The Bill passed.

Communications.

To the Editor of the Standard.

SIR,—I perceive by the last Standard that your Correspondent "Nemo" has been affording the Public another specimen of his eloquence, which I have no doubt your readers have been much edified with; I have a great reluctance to a paper war, particularly with such a valiant opponent as your correspondent appears to be. But I felt called upon to reply to his first letter attacking the Magistracy &c., of this Town, which I consider a very important one and uncalled for, and his second letter is still more insulting. It consists in a tirade of abuse which I think much more applicable to himself than to me.

I am not going to enter into a discussion with him as to what he considers abuse, but as I said in my previous letter, I do not see any harm can arise in a Town like this from "coasting down the hills," whatever he may think to the contrary; and your correspondent would be much better employed, in my opinion minding his own affairs, than in finding fault with the authorities for not attending to their duty.

I will not take up more of your space Mr. Editor, but only add, that as your Correspondent advises me to travel to get rid of some of my "native simplicity," and "self-sufficiency," perhaps, if he possessed a little more of the former commodity and less presumption it would be to his advantage.

Hoping you will excuse my taking up so much space in your paper,—

I am, yours, &c.,

A NATIVE.

St. Andrews, 16th March, 1857.

The Editor of the Standard.

SIR,—Having heard that letters lately published in the Standard with the signature of "Nemo," have been attributed to me, I beg you will be good enough to insert this denial of the authorship.

Your Obedt. Servt.,

CHAS. A. THOMPSON.

DISAPPEARANCE OF A RAILROAD TRAIN IN A RIVER.—The Illinois papers give particulars of the accident we mentioned on the Chicago and Rock Island Railroad, a few days since, about five miles from Joliet, at the crossing of the Du Page river. The heavy rains of Friday had swollen the river till it overflowed its banks, covered the bottom and submerged the track on both sides of the bridge.

A freight train, consisting of the locomotive, tender and seven cars loaded with horses, approached this river on Saturday. The engineer, ignorant of any obstruction, and confident of the firmness and safety of the road, though covered with water, held on his way, plowing through a stream two feet deep, guided by the iron track, until he reached the bridge, when the appalling fact was revealed that the swollen river had not only submerged the bridge, but swept it away.

Locomotive tender, seven cars with freight of horses, one after another, disappeared beneath the surface of the stream, deep enough, by reason of the freshet, to hide from view every vestige of the train. Down with it went all in charge of it, and three of them were lost. One human life destroyed overbalanced the destruction of a thousand horses. But who can think, without a shudder, of those seven cars closely confined, beyond all hope of escape, their freight of horses? And who without a thrill, can picture to his imagination the frantic death-struggles of those helpless animals, as with the falling train they took the fatal plunge, and amid gurgling and inrushing waters, died, their cars of easy transportation proving their coffins and their tomb.

DREADFUL RAILROAD ACCIDENT IN CANADA. SERIOUS LOSS OF LIFE.—Hamilton, C. W., March 12.—Another of those fearful accidents which human foresight appears inadequate to the task of preventing, took place this evening, near this City. The train from Toronto which is due at 5.45 had scarcely touched the swing bridge over the Desjardine canal, when it gave way, and the whole train was precipitated into the water, falling a distance of 40 feet. The Engine Tender and Baggage-Cars were all completely buried in the water; the forward passenger car in descending was turned upside down, leaving but little of it above the water; the forward end of the last passenger car rested upon either the engine or passenger car, and falling back upon the wall supporting the bridge, remained in an upright position. Immediate assistance was rendered from the different shops and persons engaged on the works; all that were in the last car were taken out mostly wounded, and we are sorry to say too, many dead; a hole was cut in the bottom of the car which lay across the canal, and the bodies taken from it as soon as possible. But this could not be otherwise than a slow operation when it was considered how cold the water is at this season of the year, and that the depth was sufficient to hide an engine tender and baggage cars from view.

Mr. Muir, the traffic superintendent was on board, but fortunately was in such a position at the time as allowed him to jump on terra firma as the car took the leap into the frightful abyss where so many of his fellow passengers were hurried into the presence of their Maker. Mr. John C. Henderson, we are sorry to say, was among the killed. Mr. Barrett, conductor on the train, escaped without injury; the express messenger, post-office clerk, and conductor, escaped from the baggage-car when submerged in the water, by climbing to the top.

There are flour and corn mills, tanneries and sawing machines, soap and candle manufactories, in various parts of the Province. Let us then import wheat, corn, hides, wool, tallow, &c., and manufacture them, and then we will not only save the cost of the manufactured articles, but carry out one of the best maxims—encourage domestic manufactures.

We have received the Annual Report of the Chief Commissioner of the Board of Works. It is a plain and concise document, and enters fully into the cost of the Roads, their present state, and also other Public works. Appended to the Report are statements showing the amounts expended—grants to each Road—cost of Bridges, with estimate for next year. List of new bridges, and their cost, &c.

The steamer Adelaide arrived at St. John, on her first trip from Boston, on Wednesday morning last.

Wm. H. Needham, Esq., was elected Mayor of Fredericton, on the 9th inst.

A PROFITABLE INVESTMENT.—One dollar expended in procuring a large bottle of Perry Davis' Vegetable Pain Killer, may be worth more to you than thousands of dollars invested in bank stock. It will eradicate disease from your system when all other medicine fails. Thousands and thousands, both in this and foreign countries, readily testify to the fact. Make the investment and try it.

MARRIED.
At Saint Thomas' Church, Quebec, on the 5th inst., by the Rev. Henry W. Tippet, Rector, the Rev. Thomas Martin, Missionary at Canterbury, also visiting Missionary to the labourers on the St. Andrews and Quebec Railroad, to Miss Mary Ann Gillen, youngest daughter of the late Edward Gillen, Esquire, and grand daughter of Doctor William Caverhill, Quebec, all of the County of York.

DIED.
On the 13th inst., after a lingering illness of twelve months, Mrs. Jane Smith, widow of the late John Smith, aged 51 years.

SHIP NEWS.
PORT OF ST. ANDREWS.
ARRIVED.—
March 11th.—Packet Matilda, McMaster, Liverpool, general cargo.

NEW YORK, March 7.—Cleared, Schr. Almas, Snellgrove, for Trinidad de Cuba. Liverpool, Feb. 20.—Arrived, ship Nell Gwynn, Weycott, St. Andrews—25 days.

Big Curlew, from New York for Windsor, went ashore on West Beach on the 10th inst., vessel a total wreck, crew saved.

Crown Land Office.
March 4, 1857.

THE right of License to cut and carry away Timber and Lumber until the first day of May 1857, from Berths applied for by the following persons, in the undermentioned situations, will be offered for sale by Public Auction at this Office on Wednesday the eighteenth day of March inst. Sale to commence at noon.

(Not to interfere with any Loss of Land located, or which may have been applied for within one year previous to the date of entry of the application for License.)

In all cases of competition, the purchaser must immediately pay the amount of purchase money, or else the Berth will be again offered for sale, excluding bids from the defaulter.

All Berths within ten miles of the proposed Lines of Railroad will be subject to the prior right of the European and North American Railway Company to take Timber or other material for the construction of the Railway.

No. Name Sq. Miles Situation
441 Wm. Mainland 2 Dungarvon River
442 Wm. A. McLean 7 Odell River
443 Leonard d'Aigle 2 Baker's Brook
444 Wm. A. McLean 2 do.

(2w) JOHN MONTGOMERY, Sur. Gen.

Corn Meal, Pork, and Rice.
Ex Sch. "Tees" from New York.
60 BLS. Corn MEAL.
16 BLS. HEAVY MESS PORK.
1 Tierce RICE. For sale by
Jan. 21, 1857. (at) W. WHITELOCK.

Sheriff's Sale.
TO BE SOLD at Public Auction on Saturday the 19th day of September, next, at 12 o'clock, at the Court House, in St. Andrews, in the Parish of St. George, in the County of Charlotte, viz.:

ALL the right, title, and claim whatsoever, of John McCoull & Edwin R. Russell, of, in and to the following piece or Lot of Land, in the Parish of St. George, in the County of Charlotte, viz.:

Being Lot No. 40, Upper Mills Brook, Pictouchean, situated in the Parish aforesaid, formerly granted to John McCoull, and containing 100 acres more or less.

The same having been seized and taken to satisfy an execution at the suit of Daniel Gilmor, Esq., against the said McCoull & Russell, endorsed to levy £2423 11s 3d, besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte, Sheriff's Office, 10th March, 1857.