

Arrival of the "Baltic."

ONE WEEK LATER FROM EUROPE

NEW YORK, June 28.
The Baltic arrived at 1 o'clock this morning; she brings 206 passengers.

Hall & Co., Brokers, London, and Halsell & Co., N.Y. Agents, have failed.
This arrival brings details of the French capture of the Mamelon and White Towers, after sanguinary fighting, in which 5,000 were killed and wounded. The French took 62 guns and 500 prisoners, and their position enables them to shell the shipping in St. Petersburg harbor. Simultaneously the English stormed and took the Rile Works in the Quarries, but lost 500 killed and wounded. Since then firing has been slack.

The fleet has achieved new successes in the Sea of Azov, and has burned stores at Taganrog, Mariupol, and Genich, and a battery is firing out against Potekhin.

Nothing from Tchernaya or the Baltic.

The Russians are reported to have evacuated Anapa.

CRACOW, June 14.—The Emperor of Austria arrived here yesterday.

CRIMEA.—The correspondence is down to the 14th. The weather was excessively hot. All accounts agree that there is a vast amount of disease and despondency in the garrison of Sebastopol.

DANZIG, June 15th.—The Russian fleet arrived with dispatches. Six left the fleet on the 11th. The Russians fired on a boat bearing a flag of truce, and 16 English sailors were killed. On the 5th the Magdalen fired for an hour with great effect on a body of horse artillery, suffering but little injury.

The Russians are said to have obtained a communication with the Crimea independent of the road from Potekhin, by constructing a bridge of boats across Sirotski.

No alteration in trade. Corn promises to be an abundant crop.

The British ship Shamrock foundered at sea with a valuable cargo. The crew escaped in the boats. Cargo valued at £50,000.

Private letters from Kerch give a fearful account of the Russian army as well from wounds as from sickness.

The English funds to-day have shown less buoyancy. The discount houses gave notice of a reduction of their rates on call from 3 to 2 1/2.

The specie arrivals to-day were £45,300.

YAKY LATEST!—Vienna, Friday, noon.—Gen. Lamora, the younger, has died of cholera at Balaklava.

By the shameful occurrence in the Baltic, in which the Russians fired upon a boat bearing a flag of truce, 21 sailors and 3 officers were killed.

MARKETS.—Wheat 34 to 44 lower; Flour 1s to 2s do; Corn 6d to 1s do. Holders do not evince willingness at these rates. Provisions generally unchanged and quiet.

LONDON MARKET MONEY.—Money is plenty. Bank rate discount reduced to 3 1/2. Consols 91 1/2.

SOUTH AMERICA.—The Royal Mail steamship Baltica, arrived at Panama on the 5th, bringing advices from Valparaiso to the 4th, and Callao to the 14th of May.

The Chilean Minister of Marine has published two important decrees with regard to merchantmen. The one is, allowing to National vessels the completion of their crews with two-thirds foreigners, counting from the captain downward, in view of the great scarcity of Chilean sailors in proportion to the number of vessels sailing under the Chilean flag.

The other decree imposes upon every captain of a vessel the duty of giving a satisfactory account of all the Chilean sailors who may be found missing from the muster-roll, under a penalty of \$50 for every man, and the risk of his vessel being considered as under a foreign flag, without claim to the privileges of the most favoured nations.

The last accounts from Peru are more satisfactory. The monetary crisis is disappearing, and the copper mines continue to yield, and are actively worked.

THE RIGOR OF ART.—In this wonderful age, Art lays her master touches on almost every thing. The ceilings over us and the carpets we tread on, are hallowed by Art. Art winds the railway through the mountains and the mud: makes her machines of wood and iron to act as if with knowledge, and annihilates space with lightning named down to the tutelage of a boy. Nothing is too lofty for her touch, and nothing too humble. A new proof of this old conviction has just fallen under our notice, in the shape of a CATHARTIC PILL, from the Laboratory of that world renowned Chemist Doct. J. C. Ayes.

If we understand the subject, he has carried that article to the furthest perfection of which it is capable. Instead of employing Drugs in his composition, as we had always thought the necessary and only way, he has with consummate skill extracted the virtues of the medicines to be employed, and combined them alone in their purity together.

The composition is then mixed and rolled by machinery and steam-power, into a slender pill, which is wrapped in an envelope of gelatine, for protection from the effects of weather or time, and then thickly coated with sugar, to serve as its passport over the palate. Notwithstanding all this laborious perfection, they are offered to the Public at less than one cent each. However humble the department we think this may be safely characterized as the consummation of Art in its line. —[Morning News, Balt.]

On a business street in Salem, in a distance of less than 1-16th of a mile, there are

ten firms, all brothers, in active business—the whole consisting of two brothers in each firm.

British Vessel Detained at Holmes' Hole.

The New Bedford Standard gives the following particulars respecting the detention of the British brig Buffalo at Holmes' Hole, by the U. S. Revenue Cutter, James Campbell.

"It appears that the Buffalo cleared at New York on the 19th inst., for Miramichi, N. B., and sailed on the same evening. Her papers were properly endorsed by the British Consul, had about twenty men on board as steerage passengers, who stated that they embarked in the night at New York, and that they had every reason to believe from intimations they had received, that they were to be placed on board a British cruiser immediately on the arrival of the brig at their port of destination and sent to the Crimea for service in the army. They were hired at New York to work on a railroad in Nova Scotia, and with this intention they took passage in the brig. They claimed the protection of the U. S. Government, which was of course promptly granted them.

No evidence of their being on board appeared in the brig's papers, although, as we learn the papers were entirely correct as far as the cabin passengers were concerned. The suspicions of the men were first excited that they were to do service for John Bull in fighting the Russians instead of engaging in the more peaceful pursuit of railroad building, by certain information received from a servant of a cabin passenger who is believed to be an officer in the service of the British army. There were also other suspicious circumstances going to show some little foundation for the belief of the men as to their final destination. The whole affair is lodged in the hands of C. S. Norton, Esq., collector of Edgartown, who will give it all proper attention.

The new Civil Service Superannuation Fund.

We understand that a bill is prepared, of which the following is a correct scale of the New Civil Service Superannuation Fund:—20-60ths after ten years' service; 1-60th for each additional year's service. Contributions for salaries under £100 per annum, 1 per cent; above £100 per annum, 2 1/2 per cent. After twenty years' payment of Superannuation Fund no further payment to be made. All men to retire on reaching sixty-five years of age. If a married man die in harness, his widow is to receive one year's pay, provided he has been in the service twenty years. —Civil Service Gazette.

We understand that the Rev. Robert Conroy, A. M., who has for several years labored in different sections of this Province as a Wesleyan Missionary, has been appointed by the British Conference to a station in Canada, and will take his departure for his new field of labor in a few days. Mr. Conroy has always, we believe, been held in the highest esteem by Methodist brethren, and his varied talents and gentlemanly deportment made him deservedly popular wherever he has been stationed; his removal from among us, therefore, will be greatly regretted, not only by the religious body to which he belongs, but by the community generally. We need hardly say that we sincerely join in the general regret at our loss. —Cour.

Another St. John Clipper.

The clipper ship Sili tria, Capt. Anthony, owned by George Thomas, Esq., of this City, recently made the passage from Newport, Wales, to Valparaiso—about 9000 miles—in sixty-nine days—said to be the shortest ever made by a sailing vessel. She had a cargo of coals, and was drawing 21 feet of water. The Sili tria was built at Carleton last year by Messrs. I. J. & W. Olive, and her performance is highly creditable to them. —Ibid.

NEW YORK, June 24.—More Arrests of Recruiting Agents.—Born Frederick E. M. Von Carstennan, a Captain in the English service in Canada, Count De Bongarde, formerly a General in the French service under Napoleon, Mr. Maximilian Augustus Thoman, and Lieut. Peter Jorganson of the English army, were arrested yesterday upon warrants issued by U. S. Commissioner, wherein they stand charged with enlisting recruits for the British army. They were committed for examination, but were subsequently liberated on bail.

The nine vessels which arrived at this port yesterday from Europe brought out 2544 immigrants. There were thirteen deaths on board the George Harburt, from Antwerp, and five on the Calhoun, from Liverpool—all infants.

The Reciprocity Treaty.

Intelligence has been received at Washington that the Canadian government have removed the duty upon packages containing the product of the United States imported thence into the Province.

Destructive Fire at Bermuda.

Advices from Hamilton to the 18th inst report that on the night of the 13th one of the government store-houses was completely destroyed by fire, entailing a loss of £16,000.

At Lewistown lately were discovered buried in the earth seven skeletons in a sitting posture, supposed to be remains of those killed in a fight with the Indians on the spot near two hundred years ago. Around the neck of one was a necklace of fifteen or twenty copper links, strung on a cord which seemed to be made of hide, but yet so tough that the

strength of man could not break it.

Spontaneous Combustion.

A case of spontaneous combustion occurred last Sabbath, which came near firing the new Presbyterian church. A cotton rag saturated with oil, with which the painters had been rubbing of the pews, was left upon one of the seats. On going into the church, yesterday morning, a large hole was found burning in the seat, and the rag was in ashes. The experiment was made yesterday noon, by placing one of the painters' rags in a similar situation, and at five o'clock it was so hot it could not be held in the hand. In a few hours more it would doubtless have consumed itself. Here is a lesson for all painters to heed; and may account for the origin of many an unaccountable fire and loss. —[Sandusky (Ohio) Register, the 19th ult.]

The Standard.

WEDNESDAY, JULY 4, 1855.

Differences of opinion may, and do exist on almost every subject, but we apprehend that few will be found to acquiesce in the doctrine that the freedom of the Press is an evil, or to deny that the chief duty of a journalist is to express and give currency to public opinion, on all topics of general interest and importance. Such however, we are sorry to find is not the idea of some of our rulers, and while we express our regret that this is the case, we cannot disguise our astonishment at such feelings being openly avowed.

A few weeks ago, we conceived it to be necessary to direct the attention of our Readers to the action of the Government with respect to our Railroad, and in the exercise of our undoubted privilege to make some comments on the shuffling behaviour of the Council, with regard to the claims of the Company for an issue of Debentures. It appears that our article has given great offence, and the Honble. the Surveyor Genl. during a visit to this Town, in the course of last week, did not hesitate to take us to task for the publication of the article in question, and was even complimentary enough to attribute it not to our pen, but to the Secretary of the Railroad. We beg to assure him, Mr. Brown, that although our paper is at all times open to any communications properly vouched, we reserve our leading columns for our own use, and neither have we any desire to shift the responsibility of remarks on to other shoulders, nor will we consent to abate one jot of our independence to comment either on him, or any of his colleagues in their public capacities, as servants of the people; censuring where censure is due, and honestly awarding a fair meed of praise when such is deserved. It would certainly be a sad state of affairs, though doubtless a very agreeable thing to the Executive, to have all their proceedings exempted from anything like publicity, and to be left quietly in the enjoyment of office, without the responsibility of being called to account for their actions,—but such are not the sentiments which the Country expects from a "liberal" and "reforming" Government; and while we are blessed with a free constitution, they may rest assured that the best means to secure the confidence of the Country, is to encourage and court investigation, rather than exhibit feelings of dissatisfaction at discussions on their conduct, and an inclination to gag the Press.

STEAMBOAT WHARF.—We learn that the Commissioners appointed for the purpose of building a Steamboat Landing, have succeeded in making a purchase of a wharf and land at a low price. We understand, that their plans have been approved of by the Board of Works; and that the work will be commenced in a few days. The sooner the better, as the want of a decent landing place at low water, has long been felt, not only by travellers, but the inhabitants of the Town; in fact, the steamers have in several instances landed their passengers out at Joe's Point, rather than come into the harbor at low water.

RESTIGOUCHE.—Mr. Botsford, member for Restigouche, having been appointed Deputy Treasurer for Campbellton, has vacated his seat. There are two candidates opposed to him—Messrs. Barberie and Simonds; and it is probable the people will disapprove of filling the Assembly with office holders, and that Mr. Botsford will consequently lose his election.

A Fire took place at St. John on Sunday last, by which three buildings were destroyed in Church Street. Origin of the fire, unknown—supposed to be carelessness or design.

A shock of an Earthquake was experienced at Baltimore on Thursday last, the 29th ult.

Unless Subscribers who have been taking our paper for years, without paying for it, come forward at once, and make some arrangement to liquidate their accounts, we shall be obliged to hand our claims to legal hands for collection. Our supply of paper is now exhausted, and as it is a cash article, they will see the propriety of paying, in part at all events, and not compel us to sue them. There are also other articles required, and we know of no reason why the Publisher of a Newspaper should be obliged to wait for years, while in other business, months are scarcely allowed to elapse. In a word, without complaining of patronage, we urgently call on all indebted to us for the paper, advertising, &c. to settle our demands against them. Those patrons who pay us regularly will accept our thanks.

LAUNDRY, on Monday last, from the building yard at Indian Point, a pretty modelled, and thoroughly built vessel, of about 120 tons, named the "ALMA," built by Mr. Samuel Drake for Wm. Whitlock, Esq.—This vessel is intended as a trader between this port, Boston and New York.

STRAWBERRIES have made their appearance in our Market, but sell at a high price.

On our first page, we have copied from a New York paper, an account of that remarkable man, Professor Hiltowar, of London, whose world-renowned Pills and Ointment have conquered disease in every shape.

The Semi-Annual Examination of the C. C. Grammar School, was held on Friday last, 29th June; at which the following results were passed:—

The Board are quite satisfied with the answering and general improvement of the boys.

School to be re-opened on Monday, July 30.

We learn from a gentleman who has recently returned from the Northern part of the Province, that much distress exists among the agricultural population, particularly the French; on account of the severity of seed, and that many have not been able to plant one half the usual crop. The Government is severely censured for not forwarding something like a proper quantity of seed to the distressed farmers, the very little sent being altogether inadequate to meet the wants of the settlers. —[New Brunswick.]

THE AFRICAN HEDRA FROM NORFOLK, VA.—Another party of negroes, some fifteen in number, disappeared from Norfolk on Saturday morning last, and as soon as the fact became known, some half dozen citizens, well armed and equipped, proceeded to Hampton, where the pilot boat Reindeer, celebrated for speed, was chartered for the pursuit. A suitable number of muskets, revolvers, &c., as well as a good supply of provisions, were taken by the pursuing party, and it was supposed if the fugitives had been overtaken there would have been hot work. Owing to adverse winds and tides, they were unable to overhaul the vessel in which it was supposed the slaves had been carried off, and returned to Norfolk. Last week two other slaves escaped, one of whom belonged to Mr. Seth March, who immediately started for the North, determined, if possible, to recapture him and take him back.

STEAMERS.—Quite an exciting time was manifested last Monday morning, occasioned by the difference of opinion, respecting the speed of the steamers Adelaide and Adelaide, who started at the same time for Eastport and Portland. The friends of each boat freely backed their favorites, some upon time of arriving at Eastport others more cautiously through to Portland. The Adelaide kept slightly in advance until near Point Lepreau where she was passed by her competitor. Soon after, an accident occurred which detained the Adelaide thirty minutes. The steaming time subsequently proved 15 minutes in favour of the Adelaide, which superiority of speed she maintained to Portland, beating the Adelaide one hour.

No blame can be attached to the officers of the Adelaide on account of the accident. Quite the contrary however should be the case, and we are happy to say, a meed of praise was unanimously rendered to Capt. Winchester and his crew, for the prompt manner in which his boats were manned to rescue those who otherwise would have found a watery grave. —[St. John Chronicle.]

ANOTHER OUTBREAK.—We have received corroborative news of another outbreak in Mexico, the standard of revolt being raised in the neighborhood of Monterey. Thence, it is expected, is by this time in the hands of the revolutionists. The movement was initiated somewhat sooner than its leaders had intended, and as they were betrayed, they escaped out of the place and proclaimed war against the tyrant in one of the towns near Monterey. The leader for the present is Don Santiago Vidauri, for many years Secretary of State of Nuevo Leon, under the Federal form of government. —[Boston Paper.]

Holloway's Pills, a certain cure for determination of Blood to the Head.—Elias Hope, one of the most celebrated advocates of temperance, admits that he suffered more than any one he ever heard of from determination of blood to the head, although he was most abstemious both in eating and drinking, also in taking rest, yet he was so bad at times, that in the midst of his most eloquent dis-

courses, he was compelled to leave off addressing his auditors, and several occasions has been carried away from meeting completely senseless. Having seen the good effects of Holloway's Pills, he was induced to give them a trial, and to use his own words, they acted like magic. It is fourteen months ago since he commenced taking this celebrated medicine, which completely cured him in two months, and he has not had any return of this complaint since. These Pills are wonderfully efficacious in all disorders of the stomach and bowels.

Married.

At St. George, on the 24th ult., at eight o'clock in the morning, by the Rev. George Miles, Baptist Minister; Mr. Elias Pratt, of the Upper Village, St. George, to Clarissa, second daughter of Mr. Robert Sparks, of St. George.

At Grand Manan, on the 24th June by the Rev. Mr. Carey, Mr. John Linton of St. Andrews, to Miss Elizabeth Sinclair, of Grand Manan.

Died.

At Calais, Maine, on the 24th ult., of Typhoid fever, Dr. John Walker, well known as a Physician of extensive practice. His remains were conveyed for interment to St. George, where his relatives reside, to whom, as well as his wife, to whom he had been recently married—his death will cause great affliction.

EDUCATION.

Mr. G. W. Scribner,

RESPECTFULLY gives notice, that having closed his previous Classes in Miami, he will open a SCHOOL for instruction in all the common branches of Education, upon the most approved system of teaching, in the room lately occupied by Mr. Mackintosh.

Classes will be formed in the higher English branches in several of the Modern Languages; and in Vocal and Instrumental MUSIC, if desirable.

Apply at the School-room, or at his residence opposite the Court House.

N. B.—PIANOFORTES supplied upon favorable terms—good tone and finish; manufactured by KINNEY & SCRIBNER, St. John.

St. Andrews, July 3, 1855.

Notice to the Public.

THE MAILS FOR ENGLAND will close at this Office on Sunday last July, 9 A. M., via Halifax; and via New York on FRIDAY the 6th, 6 A. M.; and on TUESDAY the 10th, 6 A. M. via New York. The Passage for the United Kingdom, via Halifax, is 7d the single rate, and via New-York 1s. 5d. pre-payment optional.

By Order, G. F. CAMPBELL, F. M. Post Office, St. Andrews, June 22, 1855.

Steamboat and Railroad

TO AND FROM
Portland, Boston & St. John
TWICE A WEEK.

THE favourite Steamer ADMIRAL, Captain Wm. Hutchins, leaves Portland, every TUESDAY and FRIDAY Evening at 5 o'clock, or on the arrival of the 12 o'clock Train from Boston, for EASTPORT and ST. JOHN. Returning leaves ST. JOHN on MONDAY and THURSDAY Mornings, at 6 o'clock, for Eastport and PORTLAND, connecting with the half-past 5 A. M. Train for BOSTON, and landing her passengers in Boston by 10 A. M.

The steamer Naugatuck, Capt. T. Carey, will in future, connect regularly with the Admiral, making the line complete to St. Andrews and Calais.

Fares as low as by any other line. Tickets to St. John, Portland, Boston or Montreal, can be had of ROBERT STORR, Agent, St. Andrews, June 20.

ATHENÆUM

FIRE INSURANCE SOCIETY OF LONDON.
Capital £200,000 Sterling.
Rt. Hon. the Earl of GLENALL, Chairman.

THIS Office insures against Loss or Damage by Fire all descriptions of Buildings, including Mills and Manufactories, and the Goods, Wares, and Merchandise in the same; Household Furniture, Linen, Wearing Apparel, &c.; Ships on the stocks, in harbour or in dock; Hazy Craft and their Cargoes; and Farming Stock of all descriptions in Great Britain and Ireland, and the Colonies, and also in Foreign Countries.

HENRY SALTER, Manager, 30 Sackville Street, London. WM. WHITLOCK, Agent for Saint Andrews.

BRITISH HOUSE,

ST. ANDREWS.

Just received per Packet Ship John Barbour, via St. John, and Steamship Asia via Halifax, the Largest, Cheapest, and BEST ASSORTMENT OF

NEW SPRING & SUMMER GOODS,

ever brought to this market.

D. BRADLEY, St. Andrews, May 16, 1855.