

twice drove the Russians out of their ambuscade, and after an obstinate combat obtained possession of a height which it is expected will give them great advantages. The enemy's fire is still severe. The cholera has broken out among the French troops, and on the 17th was raging fiercely.

St. Petersburg, April 16.—The Grand Dukes Michael and Nicholas have set out for the Crimea.

Paris, April 25.—The *Moniteur* announces that the Minister of Marine has received the following despatch from Admiral Bruat:—"On the 17th, the fire of our batteries maintained its superiority. In front of the Central Tower we have carried a series of ambuscades, and those works where we have established ourselves are now comprised in our lines. We have crowned a ravine in that direction, which runs along the fortifications of the town, where the enemy formerly kept their reserves in safety. Before the Flagstaff Bastion we sprung a mine (*Journeaux de mine*) at a distance of about 50 metres. This operation, which perfectly succeeded, gave us a new parallel, and was successfully joined to the others. From the 12th to the 14th, notwithstanding the renewed attacks of the Russians, we had only about 300 men *hors de combat*." The commander of the frigate which brought the news added that the situation was generally considered very satisfactory.

Pera, April 21.—We learn by the *Asmodee*, which left the Crimea on the 19th, that the besiegers were still advancing, and were consolidating their position. On the night between the 18th and 19th the enemy made a strong sortie, which was promptly repulsed.

Berlin, April 24.—A despatch from St. Petersburg, dated the 23rd instant, says that the following despatch had been received from Prince Gortschakoff dated Sebastopol, 19th of April:—"The firing of the enemy on the 16th, 17th, and 18th was less violent. Our batteries replied successfully. On the night between the 18th and 19th one of our battalions made a sortie to destroy the most advanced works of the enemy. The object of the sortie was fully attained, with small loss. The loss of our garrison has, moreover, during the last few days, been less considerable."

Prince Gortschakoff reports to St. Petersburg on the 10th the opening of the fire on the preceding day, and continued. He adds:—"We replied with success, causing sensible losses to the enemy. On our side we have 333 killed and wounded." The Prince's latest despatch is dated Sebastopol, April 18:—

"The bombardment has continued since the 9th. The damage done is immediately repaired in such manner that on the 15th Sebastopol was almost in the same condition of defence as on the 9th.

"The loss of the garrison, considering the tremendous fire (*feu d'enfer*) to which it is exposed, must be considered as very small, as the service of the batteries is covered by intrenchments.

"Nothing worthy of mention has taken place on any other point of the Crimea."

The *Exeter Gazette*, from which we reprinted an interesting letter received from one of the lady nurses of Miss Nightingale's party at Kuluks Hospital, now has with sincere regret to announce the death of the writer, Miss Elizabeth Anne Smythe:—"Miss Smythe we believe, was a personal friend of Miss Nightingale, by whom she was much beloved. On her first arrival in the East she commenced her arduous and dangerous occupation at Scutari, but some time afterwards she was requested to join Miss Bracebridge at Kuluks, and her departure was much regretted by Miss Nightingale, who then expressed a hope that they would have laboured together in the same hospital. Miss Smythe, however, felt it to be her duty to proceed whether her services were most required, and she accordingly joined Miss B. at Kuluks. It was from this place that she wrote the beautiful letter to which we have alluded. At that time she was in excellent health and spirits, and was rejoicing at the opportunity which was afforded her of relieving and comforting the sick and wounded who were placed under her charge. While engaged in this good work she was attacked with fever and died after an illness of only eight days. In her brave fellows who now lie prostrate on the bed of sickness have lost a kind and gentle attendant, while her fellow-labourers and her personal friends have been deprived of a companion whose amiable disposition and cultivated mind rendered her society most attractive."

In a convocation held yesterday at Oxford, at two o'clock, the statutes on the examination and status of Dissenters, and on the mode of taking degrees, were submitted to the House. The attendance of members was more than usually large, especially in respect to non-residents. The whole number present exceeded 150. The statute concerning Dissenters was taken, first, and, on the first clause being read and proposed, an opposition manifested itself, which was pressed to a division, when the numbers were found to be—Placet, 91; Non-Placet, 38. The second, third, and fourth votes were unopposed. On the proposition of the fifth, which exempts tutors from the duty of instructing their pupils in the Thirty-nine Articles, the Margaret Professor of Divinity [Dr. Hensley] rose, and, in a short Latin speech expressed his objections to the proposal, by the adoption of which he thought that the University

would be committing suicide. On a division, the clause was carried by 88 votes to 68. On the sixth clause, which allows Dissenters to withdraw themselves from the Divinity examinations, there was a very near division, the numbers being—Placet, 75; and Non-Placet, 72. The seventh clause, which asserts the principle of requiring from Dissenting students a compensation for the Divinity, from which they are excused, was carried by 74 to 67. The eighth, which fixes the compensation at one Greek author in the first, and two authors, Greek or Latin, in the second examination, was carried by 72 to 51. The ninth and tenth clauses were unopposed, and passed without a division. The statute with regard to the mode of taking degrees was then read and carried unanimously.

#### NEW BRUNSWICK.

ELUTION OF MAYOR.—The election on Tuesday last resulted, as we wished, in the return of William O. Smith, Esq., Mayor of this City for the ensuing year. He had an aggregate majority of 136 votes over his opponent, Alderman Foster, and it will be seen by the subjoined returns that in all the Wards except Guy's, in Carleton, there was a majority in his favour. Mr. Smith's success is viewed as an anti-blame Law triumph—most of the friends of the Prohibitory Law being opposed to the election—although many of the "Sons" voted for him as the man of their choice, irrespective of the "Order."—*Courier*.

While on the subject of the Railway, we have to warn our contemporaries and the public against putting any faith in the mischievous and libellous assertions which from time to time make their appearance in the *New Brunswick* regarding the Railway. They have one and all no other foundation than in the fertile imagination of their unscrupulous author. The assertion made in Tuesday's issue that the Railway materials had been sold to the Nova Scotia Government, and were being shipped from Shediac, is quite untrue. We notice by the Nova Scotia papers, that a person named Caudle, who had a sub-contract at the Seadock bridge, had contracted for building a bridge on the Nova Scotia Railway. It is probable this person may be removing his tools, which was enough to make a big story about.—*Ibid*.

Great things are expected in the coming season of the Genesee wheat crop, and in Illinois, Missouri, Ohio and other Western States, agricultural prospects are cheering.

#### Editorial Miscellany.

The *Morning Chronicle* publishes the following Railway intelligence. It must have been a grave case indeed, that would have made it just or politic in the neighbouring Province to have committed itself to the course therein stated. It is something to know that no case of the kind, under any administration, is likely to occur in Nova Scotia. The Country is fairly committed to the Railroad policy, and will carry it out with all its resources, and in good faith:—

RAILWAY INTELLIGENCE.—It is not without some regret that we have to record the fact, that serious difficulties and embarrassments have overtaken the Railway operations of both Canada and New Brunswick. In the former Province, we have it from high authority, that the Grand Trunk Company have openly and frankly appealed to the Government for assistance to the extent of £900,000 *stg.* over and above all aid stipulated for, and confess their inability to proceed with the work. Without such assistance the great Montreal Bridge—*lucus a non lucendo*—is supposed to be abandoned for aye.

In New Brunswick a serious difficulty has arisen between Mr. Jackson and that Government—and as a consequence no provision had been made for payment of the half yearly instalment, over due upon £30,000 *stg.* of bonds issued and in the hands of London holders. This is what we particularly regret, and that for the sake of Colonial credit. We are surprised beyond measure, that the Executive of New Brunswick would suffer their credit to be impaired in London for any consideration. This is a most fatal error. Hon. J. W. Ritchie, a member of the Executive, has gone to England to try and settle matters, but a century will be required to retrieve the credit of the Sister Province if she has allowed the holders of her first public securities to protest them for non payment. New Brunswick should have provided for the interest of these debentures as expressed by the Coupons, and fought the battle with Mr. Jackson and not with her creditors. There is no time longer to disguise the fact—the New Brunswick Railway works are stopped, and the Company and contractors in open hostilities.

Not so in Nova Scotia. The works are progressing most favorably. Large instalments of materials and plant are arriving weekly, almost daily of late. The America and Bellone have arrived with consignments. The Plantagenet, the *Agassiz*, the *Pearl*, the *Clyde*, and the *Bradshaw* are expected. The materials for a Tully Iron Bridge over the Sackville River, the foundations for which are in progress, are already shipped.

The survey of the Windsor Branch say 29 miles from the junction, is now nearly completed. In a short time it is expected to be advertised. A section from the Depot to the City, to terminate for the present in the neighbourhood of Canada's Wharf, is under survey, and it will soon, it is said, be under contract. This will be a great desideratum, and obviate the delay and expenses of Hacks and Omnibuses.

Vigorous parties of Surveyors and an Engineering corps to accompany, it is reported, will immediately take the field—facing towards Pictou, Cumberland, and the Gulf.—*Chronicle*.

We hear that the Bazaar that came off at Lunenburg on Tuesday, May 1, in behalf of the Patriotic Fund, realized the handsome sum of £78.—Well done, Lunenburg! you have laboured successfully in a disinterested and good cause.

We commence in this day's paper, and shall conclude next week, an important debate which took place in the Canadian Parliament, prior to the passing the Address to Her Majesty, published by us a few weeks since, relative to the popular election of Bishops. It has not appeared in any of the Lower Province Papers, secular or religious, and will have much interest for every Churchman who will give it an attentive perusal.

DESTRUCTIVE FIRE IN BOSTON.—Boston has been visited with a great disaster by fire, which broke out in a store house occupied by Nathan Mathews, filled with cotton and other merchandize, at half-past 2 on Friday afternoon. The flames extended to an unoccupied block of buildings on People's Ferry Avenue; thence to the People's Ferry depot; thence to a pile of saltpetre at the foot of Lincoln's wharf, and were finally stayed at the North side of Union wharf, about 6 o'clock. 12 storehouses on the lower end and about 13 at the upper end of Battery wharf, filled with cotton, pork, hams, beef, &c. were consumed. Several ships and vessels were totally or partially destroyed by the flames, among them the schooner Robert Stone, of Nova Scotia, badly damaged. The fire has swept every thing over nearly four acres of ground. The loss has been variously estimated at from five hundred thousand to a million of dollars and upwards.

The Lunatic Asylum is about to be commenced in earnest, under an efficient and economical superintendence.

The Contractors for the New Barracks, have it is said, made arrangements for an energetic prosecution of the work during the ensuing summer.

New buildings are going up in some of the principal business streets of the City.

The Dartmouth Canal is progressing to completion. A Canal boat has been launched, and will we dare say afford some facilities in conveying the productions of the route to a market.

The Halifax Water Company intend to make considerable improvement in their works during the summer.

The steamer *Rose Bud* has commenced plying between Charlottetown, P. E. Island and Pictou.—She is to make two trips per week.

The Rev. Thomas Trotter, Presbyterian Minister, Antigonish, celebrated as a public writer, died at that place April 20, at the advanced age of 73 years.—*Chron*.

Twenty Wardens, accompanied by their wives and families, for the Convict Establishment at Bermuda, came out in the R. M. S. *Asia* from England, and will proceed in the R. M. S. *Curlew*, this evening, (Thursday) for their destination.—*Ibid*.

Senor Carreras has been presented with a complimentary address, by the Governors of the Halifax Visiting Dispensary, for his successful exertions in promoting the interests of that Institution, coupled with the assurance that it is to be opened in a few days.—*Ibid*.

The body of a man recognized as John Shaw of Manadieu, belonging to a Collier, was picked up off the Long Wharf on Tuesday at about 3 A. M. A Coronor's Jury returned a verdict of "Found Drowned."—*Ibid*.

The sudden death of Mr. George de Bosco Atwood, the respected secretary of the Bank of British North America was on Tuesday a subject of conversation and regret in the money and commercial circles of the City. It appears that Mr. Atwood fell down dead while reading over to the board of directors some minutes connected with the affairs of the establishment.—*London Morning Post*.

IMPORTANT.—Launched yesterday at the head of the Grand Lake, a very fine Canal Boat of from seventy to eighty tons burthen, the first of the Inland Navigation Company's boats. She was named the "Lily of the Lake" by Mrs. C. W. Fairbanks (the Engineer's lady) as she gracefully glided into her destined station in the presence of quite an assemblage of spectators, including a number of the fair sex, all of whom seemed highly delighted; indeed the whole neighbourhood appeared quite alive to the importance of the citizen steamer, being now convinced that the Company's works would be carried on to completion at an early date. We understand the Company's works are progressing favourably.—*Chronicle*.