

# SUMMARY OF NEWS

**Widdin and Kalafat.**—Widdin and Kalafat are important towns, and must ever occupy a conspicuous position in the history of the war that has broken out in Eastern Europe. They are both situated on the banks of the Danube, nearly opposite to each other, Widdin being on the right, and Kalafat on the left bank. The Turkish Government has stationed a two gun steamer between these positions, with orders to ply backwards and forwards, and watch all movements on the river. The appearance of Kalafat from the surrounding hills, with its minarets and mosques, and graceful minarets, is very fine. But the interior of the town is dirty and uncomfortable, for its thoroughfares, are badly lighted at night, and the filth of the houses, instead of being carried away under ground, flows in gutters along the streets. The population has increased of late, and the village-like quietness that formerly distinguished this little town has given way to the noise and bustle of a city. Our party, by his glorious defeat of the Russians, and his slaughter of upwards of 50,000 of their number, has rendered Kalafat, hitherto scarce known in name even to the best geographers, a town of the greatest historical interest. The fortifications and entrenchments surrounding Widdin and Kalafat form an almost perfect circle, with the Danube for its diameter; and for its circumference, a line of defences, being Haglavin, Skripet, Wegvi, and Kalafat, on the left bank, extending in a southerly direction past the village of Kalafat, on the right bank. Within this circle are stationed some 60,000 good soldiers, with 250 cannons of the "heaviest calibre." Towards the south, a tower of considerable elevation has been erected, whence the slightest movement on the part of the enemy can be easily detected. Such fortifications as these are not likely to give way, under even fiercer attacks than any that have hitherto been directed against them. Widdin, filled by the Hungarians, and by the Turks, and the Danube, is, as it were, the key to the province of Bulgaria, and has for centuries past an object of attack and defence. It was, for a long while, in the possession of Hungary; and it required the utmost vigilance on the part of the Magyars to hold it against the invasions of the Turks, who attacked it against Johann Hunyadi, and were repulsed with a loss of 39,000 men. They were not scared, however, by this defeat; but succeeded shortly afterwards in taking possession of the long coveted stronghold, and held it until the lapse of half a century, when Wladislaw King of Hungary and Poland, entered the town in triumph, over the mangled bodies of thousands of fallen heroes. The Turks made another unsuccessful attempt upon Widdin in 1595 having been forced to retreat with a loss of upwards of 19,000 men. Some time after this event, however, the Turks recovered their position, to be again driven from it in 1659. But in the following year, not by war, but by treaty with Hungary, the Turks finally relinquished themselves in the Town of Widdin, and have held it ever since. But Widdin has ceased to be a mere Turkish frontier. It is now the boundary that separates European civilisation from Asiatic barbarism.

A startling thunder storm burst upon our city and neighbourhood Thursday afternoon, shortly after five o'clock, accompanied by vivid lightning, a furious hailstorm, and a deluge of rain mingled with stinging hailstones. We are accustomed to witness similar disturbances of the elements at this season of the year, but the suddenness of the transition in this instance from the luxurious balmy softness of one of the finest days of spring, to a roaring, pelting, pitiless tempest, with terrific thunder and sharp, blinding lightning, was enough to appal the timid and disturb the equilibrium of the calmest mind. Several lives are known to have been lost. The Caloric ship *Ericsson*, when off Jersey City, returning from a trial trip, careened from the force of the blast, and one of her ports, used for throwing ashes overboard, being open, she filled with water and sunk, her crew and guests barely escaping with their lives in the boats that had put out to render assistance.

In Brooklyn a melancholy accident happened, Sunday, the rain carried a mass of earth and rock against a frame building situated on and partly overhanging the brink of the Heights, demolishing the lower story, and strange to say, leaving the upper part of the house almost unharmed. Two persons lost their lives, and five others were more or less injured by this casualty. — *N. Y. Herald.*

Our readers will remember having learned some time since that three Russian Men-of-War were in the inner harbour of Trieste, blockaded by a squadron of British frigates. We gather from a New York contemporary, a statement which we do not recollect to have met with in our English files, viz: that the Greek Government has purchased these frigates "as an accommodation to the Czar." It is conjectured, moreover, that they will be commissioned as Letters of Marque to cruise against British and French commerce on the Atlantic;—having first, we presume, escaped from harbour under cover of a neutral flag, indicates a secret understanding between Russia—a fact, when understood, accounting for the late insurrection of the Greeks throughout the Turkish Provinces.

**The "Great Bore" at New Orleans.**—The attention well in New Orleans is slowly progressing. The batters have already penetrated to a depth of two hundred and twelve feet, the last hundred feet of which has been through strata of clay. It is believed that after passing this clay, shifed sands will be arrived at, among which abundant streams of water will be found. The excavation is lined

throughout with a substantial iron pipe. The cedarlog, which was found at a depth of one hundred and fifty-three is the only serious obstacle which has been encountered hitherto.

## BRITISH PRIZES.

Yesterday evening week, the *Friga*, a fine Russian barque, of 500 tons, was taken into Portsmouth, having been captured off Beachy Head, on her voyage from Lisbon to the Gulf of Finland, by H. M. revenue sloop cutter *Argus*, M. V. T. Grandy, commander. The *Friga* had a crew of 15 men, and was armed with two guns, but made no resistance. She is the first prize brought into an English port.

On Tuesday, the *Argus* took into Portsmouth another prize, the *Livonia*, brig, of 231 tons, barthen, Muzkist, belonging to Riga and bound from Lisbon to Elsinore, with a cargo of salt.

On Thursday morning, the screw revenue cruiser *Mermaid*, Lieut. Stokes, R. N., commanding, towed into Portsmouth harbour, a remarkably fine handsome barque as a prize, which she boarded and captured at 5 p. m. on the previous day, off the East end of the Island of Wight. She is the *Vesta*, of Wagon, 412 tons, 2 guns, 11 men, Niel Petersen, master, from Heron, laden with 600 tons of salt, and cleared out for Elsinore. Bay prior to sailing received orders to Elsinore. The vessel is seven years old, and at an immense amount of war in build, clean spirited, and valued at £2,500, without the cargo. On same day, another large ship was brought in.

Two Russian merchant ships, prizes taken by the *Alban*, 4 guns, paddle-wheel steam vessel Commander Henry Otter, arrived at Southampton on Saturday morning.

Lieut. J. Ward of the *Alban*, came home in charge of the barque *Aina*, and Mr. John Bull, second master of the *Alban*, came home in charge of the brig *Nidischda*. Both of these vessels were from Lisbon, laden with salt.

The prizes in the Baltic are now estimated at £100,000.

**THE WEATHER, CROPS, &c.**—It is a remarkable and most gratifying fact, that as the season advances, the market all through the country continues abundantly supplied with potatoes of good quality, entirely free from disease, and that the price of this essential is moderate relatively with the cost of bread. It is now manifest that the crop of last year had been far more productive than had been generally supposed; and the stoppage of the ravages of blight at an early period left the great bulk of the produce available for food. This full supply of potatoes had been a great source of alleviation to the humble classes, who would otherwise have suffered most severely from the great advance in the corn-markets. — *Dublin Paper.*

The New York Mirror states that more than one thousand lives have been lost by shipwreck during the last four months. There are also four missing vessels, of which we are prepared to hear similar tidings, worse than have their history written in the graphic language of living—they sailed from their port and were never heard of more. The steamer *City of Glasgow* sailed for Philadelphia on the 1st March, with some four hundred souls on board, and has never since been sighted. Leviathan packet ship sailed from New York on the 22nd of November, and the Lucia Field about the 1st of December, both for Liverpool, and no account of either had been received. The clipper *Daniel* sailed from Boston for Valparaiso on the 23rd of October, and nothing is known of her fate. The loss of property too, as shown by Lloyd's list, on the Atlantic last year, exceeds ten millions of dollars.

Passengers in the Packet Ship *Dundonald*, Capt. Gillies from Liverpool—Rev. Mr. Verker, and Messrs. Thomas Vickery, William Latham, William Sparks, Charles Coker, William Crump; and in the steerage—

|               |    |
|---------------|----|
| Male Adults   | 28 |
| Female do     | 23 |
| Male Children | 14 |
| Female do     | 11 |
| Infants       | 2  |
|               | 69 |

There was only one case of sickness on the passage, that of a boy who was unwell for several days. His illness is of an ordinary character, and he has been landed on the island. The other passengers are all well, and with the vessel will come up to-day. — *Freeman, 13th.*

**Canadian Parliament House Burned.**—Canada has again been deprived of its Houses of Parliament, which were destroyed by fire on the night of the 3rd inst. They comprised the church and convent of the Sisters of Charity. The buildings of stone, entirely new, and not quite completed, being still in the hands of the carpenters; and large quantities of shavings and light wood lying about caused the fire to be extremely rapid and destructive. The buildings were insured in the Royal and Equitable offices for £9,000. It is not known how the fire originated.

The Angel Gabriel (so called) received \$15 last Sunday for preaching in Roxbury, and also quite a sum in Charlestown. It is not so true now as it was when Rev. Mr. Cotton, or some one else, said, "All things are expensive now except milk and ministers."

The Grand Trunk Telegraph Line has now 3,500 miles of wire in working order with 82 offices.

Sykes & Co., have the contract for the Quebec and Montreal Railroad, on the North Shore. Price \$500,000. The same firm are building the Montreal and Bytown Rail-

road, for \$1,000,000, and Brookville and Georgian Bay Road for \$1,000,000. The cost of all the railways now being constructed in the Province is estimated at \$90,000,000. The money comes chiefly from England on municipal debentures and Government stock.

**THE STANDARD OFFICE IS REMOVED** to the Bank buildings, over Mr. Moore's shop, Market Square.

## THE STANDARD. WEDNESDAY, MAY 17, 1854. European Intelligence.



By Telegraph.

New York, May 16, 1854.

The *Callina* Steamship *Atlantic* arrived at New York this afternoon.

Oleska was bombarded on the 21st, half the city was destroyed by the allied fleets. The bombarding steamers were badly damaged. The attempt to land 1800 troops failed. One Russian and one Austrian merchant ships was destroyed during the conflict. Details of the affair not received.

Napier's fleets on the 18th off Stockholm.

The Parts in the Gulf of Finland and Bothnia were blockaded.

The Russians had made great preparations to attack Sissina.

The Greek insurgents were defeated.

Bremen bark *Favourite* & *Blumore* had collision with bark *Keeper* in the English Channel on the 29th a 170 lives lost.

Flour declined 61.—Corn 2s.—Cotton dull when advanced 3d.

Cargoes closed 87½ to 87½.

## LIST OF CANDIDATES.

John McAdam, by Requisition.  
A. H. Gillmor, ditto.  
James Brown, ditto.  
J. G. Stevens, ditto.  
J. W. Chandler, G. J. Thomson, J. J. Robinson, Justus Wombro, Wm. Meloney.

Several others are reported as coming forward, but as they have not intimated to us their intention of doing so, we are not authorized to publish their names. It is now certain that Dr. Thomson will not be a candidate, and if report speaks the truth, the other three Representatives will stand; if this be correct, the more friends they can make, the better for themselves, as no man at the present day will have the effrontery to say "he is sure of his election."

A very few votes will turn the scale, and we believe that a change will be made in the Representation, some people little think of. Any attempts at misrepresentation will only fall upon the heads of the originators. We are free to assert that the constituency will think, act and vote, as they please; and not suffer themselves to be led away by false promises and fine stories, nor frightened into a compliance by ledger influence. It is to be regretted that Mr. Brown's Election Bill did not pass the Legislature and become a law, as the County may again be afflicted with a scrutiny similar to the last one; the only way we know of to avoid this, is for the people to unite as much as possible, and vote upon a ticket containing the names of four good and discreet men, who possess the confidence of the county generally.

**LIQUOR LICENCES.**—A Special Session was held at the Court House on Monday last, for the purpose of taking into consideration the granting of Tavern and Retail Licences, there were only two days. Want of time prevented our being present or we would have taken "notes" of the speeches. Licenses from £2 upwards have been granted.

**BRICK YARD.**—We understand that a Brick Yard has been opened at Chamcook, for the manufacture of this indispensable building material. Already several men are engaged on the work, and there cannot be a doubt, but that the undertaking will prove remunerative to its enterprising proprietor. The want of an establishment of this description, near the Town, has been much felt; even during the last year parties were obliged to send to Belfast, Maine; and one person not obtain a sufficient quantity before the winter set in, to build a house. This desideratum will now be supplied, and we trust the proprietor will be encouraged.

**FOREIGN DEBENTURES' ACT.**—The Controller of H. M. Customs at this Port, has received from the Commissioners of the Customs, a copy of an "Order in Council," to the effect, that His Majesty the King of the Netherlands and His Royal Highness the Grand

Duke of Mecklenburg Schwarzin, having agreed to give facilities for the recovery and apprehension of Seamen who desert from British Merchant Ships, in their Territories, it is ordered and declared, that Seamen, not being slaves, who desert from Merchant ships belonging to those Territories, within Her Majesty's Dominions, shall be liable to be apprehended and carried on board, their respective ships.

During the late session of the Legislature of Maine, a committee appointed to investigate prospects of the "European & North American Railroad," reported, that as money could not be raised at home, or in England,—in consequence of the present state of Europe, an application should be made to the general Government of the United States, for a loan to be appropriated to that purpose. The Resolutions framed in accordance with this view were passed by the House, but neglected by the Senate, which latter Body does not appear to have thought them of sufficient importance to give them even a discussion. So much for the vast interest said to be taken in the "European and North American Railroad" in the State of Maine. Such are the prospects of the "Representatives" and such the anxiety of the "Senate" for commencing this great national undertaking.—*Frederick Reporter.*

We learn that a sub-contractor, from the United States, has taken forty five miles of the Railway between Saint John and Sheolac, and that he will be on the ground with men and plant early next week. The work from Saint John to Hampton will also, we are informed, be prosecuted with rigour, as assurances have been given that that portion also will be in operation this season.—*Courier.*

The receipts of the Grand Trunk Railway of Canada for the week ending 12th April, was £3218 6s. 3d.; for the half year ending the same date, the receipts were £12,824 15s. 3d. 292 miles of this line are open.

**LOAN BILLS ACCEPTED.**—*Bazook*, May 8.—The Loan bills have been accepted by the city, by the handsome majority of 1481 yeas to 76 nays. This insures the immediate building of the projected railroads.

The prospects of the Fishermen are encouraging,—and we predict, during the present year a vast change in the commercial arrangements of our people. The spirit of enterprise is abroad, and who shall check its progress? Lay hold, work, devise, improve, be ready to take advantage of the additional resources that are opening around you, and Nova Scotia shall thrive beyond the expectations of her sons.—*Hal. Morning Journal.*

**RAISING THE ERICSSON.**—The following interesting description of the efforts making to raise the Caloric ship *Ericsson*, sunk on Jersey flats, will be read with interest. It is quoted from the *New York Tribune*:

"A large canvass is drawn around the ship, the upper edge of which is above the water and forms a sort of bag, enclosing the vessel. When the open ports and dead lights shall be all closed by the divers, nothing will remain to be done but to get the steam pumps on board and free the ship. The water in the harbour, in consequence of the late rains, is very turbid, and the divers are unable to see clear beneath the surface. They are thus left to grope their way about the ship, and are compelled mainly, to feel out the places which are to be stopped. Should none be overlooked in this rather blind survey of the premises, it is probable the pumps will be set to work to draw on the ebb tide. Two of them, it is thought, will be enough to free the ship of water to get her afloat. Several offers have been made to raise the ship by contract. The price asked has been in the neighborhood of ten thousand dollars. This the owners regard as quite too exorbitant, and the labor of getting her afloat, therefore, goes on under the direction of Capt. Lowber, the commander of the ship. It is an easy job compared with what it would be if the ship was in the position she was first represented to be, that is entirely submerged except the tops of her wheel houses.

**MARRIAGES.**  
At Fredericton, May 8th, at the Wesleyan Church, by the bride's father, Samuel H. Gilbert, Esq., M. P. of Georgetown, to Marianne, eldest daughter of the Rev. Chas. Churchill Wesleyan Minister of that City.

**SHIPPING JOURNAL.**  
—CLEARED AT ST. GEORGE.  
May 15.—Schr. Jane Smith, Putt, Bristol Channel, Deals, by D. Wetmore.  
Schr. Storm, Crowte, Bristol Channel, Deals, by D. Wetmore.

**NORTHERN LIGHTHOUSE OFFICE,** Edinburgh, 17th April, 1854.

SIR,  
Referring to the Board's Circular of 21st February 1857, intimating that Copies of the Notices of New Lighthouses erected by the Commissioners of Northern Lighthouses would be transmitted to you, I am directed to enclose Copies of the Notice of a New Lighthouse which is being erected on the Island of North Ronaldshay in Orkney, the Light of which is to be exhibited on the night of Friday, 1st September 1854; and of a consequent change, on the same day, in the character of the neighbouring Light on Start-point from a Revolving to a Fixed Light; and I have to

request that you will give the same as much publicity as you can.  
Please to acknowledge receipt.  
I am,  
SIR,  
Your most obedient Servant,  
ALEX. CUNNINGHAM, Secy  
To the Collector of Customs  
at St. Andrews.

**NOTICE TO MARINERS.**

**Exhibition of a New Revolving Light at North Ronaldshay, AND Alteration of the Star-Point Light from a Revolving Light to a Fixed Light.**

**NORTH RONALDSHAY LIGHTHOUSE.**

The Commissioners of the Northern Lighthouses hereby give Notice that a Lighthouse is being built upon the Island of North Ronaldshay in Orkney, the Light of which will be exhibited on the night of Friday the 1st September 1854, and every night thereafter from the going away of day light in the evening, to the return of day light in the morning. The following is a description of the Lighthouse, and the appearance of the Light, by Mr. David Stevenson, Engineer to the Commissioners:

The Lighthouse is in N. Lat. 59° 23' 15", and W. Long. 2° 23' 35"; it stands on the Northern Point of the Island of North Ronaldshay, and by Compass it bears from Moulthead of Papa Westra W. N. W. ¼ North, distance, 15 nautical miles; and from Start-point of Sanday Lighthouse, S. S. W. ¼ West, distance, 61 miles.

The North Ronaldshay Light will be known to Mariners as a Revolving Light, producing a bright flash of the natural colour once in every 10 seconds. It will be visible all round the Compass. The Lantern is elevated 140 feet above the level of the sea; and the Light will be seen at a distance of about 18 nautical miles, and at lesser distance, according to the state of the atmosphere.

**IF STAR-POINT LIGHTHOUSE.**

The Star Point Light, which is 64 miles from North Ronaldshay Light, being at present a Revolving Light, producing a bright flash once in every minute, the Commissioners further give notice,—That on and after the night of Friday the 1st September, 1854, when the new Revolving Light at North Ronaldshay is to be exhibited, the present Revolving Light at Star-point will be changed to a fixed Light of the natural colour.

By Order of the Board,  
(Signed) ALEX. CUNNINGHAM, Secretary.  
Northern Lighthouse Office,  
Edinburgh, 13th April, 1854.

**Charlotte County Banks.**

May 1st, 1854.  
At a meeting of the Stockholders this day pursuant to notice, the following Directors were duly elected:

H. H. Hatch, Esq.,  
J. W. Street, Esq.,  
W. Fisher,  
Geo. D. Street, "  
Danl. Gilmore, "  
S. T. Cove, "  
I. H. Deverer, "  
And at a subsequent meeting, the Hon. H. Hatch, was unanimously re-elected President.  
C. W. WARDLAW, Cashier.



**CROWN LAND OFFICE, May 4, 1854.**  
THE Petitions of the undermentioned persons for Land under the Labour Act, (12 V. c. 4) are complied with, subject to the Regulations dated 20th May 1852; but no Commissioner under the said Act is to allow work to be done in payment for any unsurveyed Land at present in the occupation of any other person:

**Charlotte.**  
James Black, James Henry,  
John Clark, Abel Leman,  
Thomas Clark, Junr., John McGinnis,  
Francis O'Neil, Levi W. Regan,  
Samuel Peppard, George Sunderland,  
James Rafter, William Sanis,  
Robert Deacon Junr., John Tall,  
John Haley, Dennis Ward,  
James Haggerty, James Wilson,  
James Harmon, James Wilson,  
Timothy Hickey, William Wilson,  
R. D. WILMOT, Sur. Gen.

**CROWN LAND OFFICE, May 8, 1854.**  
HIS Excellency the Lieutenant Governor in Council has been pleased to direct that all Certificates of Residence and Improvement under the Act 12 Victoria, cap. 4, commonly called "The Labour Act," shall be in the following form, viz:—

"I certify that I know the Lot of Land in [describe the place] applied for under the Act 12 Victoria, cap. 4, by [name of the applicant]; that he is now residing on the said Lot, and has continued to do so for upwards of twelve months past; and that he has cleared and cultivated about [ ] acres of the same.  
(Name and designation of the person certifying.)  
Date of Certificate.

(7w) R. D. WILMOT, Sur. Gen.

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(6c) R. D. WILMOT, Sur. Gen.