

Correspondence.

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Plus de pitié, que de courroux.

I am, Sir,
Your Obedt. Servt.

Nov. 7. JOHN IDIOTSYCRACY, *Esq.*

(To the Editor of the "Standard.")

DEAR SIR,

Permit me to occupy a brief space in your paper for the purpose of making observations on a printed handbill inserted in the News Room the other day, purporting to be a pathetic address to the Readers of the Standard, in vindication of the questionable conduct pursued by the present Board of Directors, towards every body and everything, connected with our Railways.

As one of the Readers of the Standard, I have therefore to observe, with regard to the general character of the two called addresses, that I consider it to be, from the beginning to the end thereof, one of the most trashy, trifling and vilest compositions that ever saw the light of day. In fact they have been infected, with the same foolery. With its clap-net details, I pursue not the least desire to interfere, as I pursue a far more profitable business of my own, when I read the signature viz. *Junius*! Indignation was aroused at such a fearful display of unpardonable vanity.

There's an old saying, Sir, "That one man makes many," and those who have read the above, will find that the above is a very spurious jargon cannot but acknowledge as senseless and delusive imposition. Had we been attacked with a violent strain of Colic, or such worthy benefactors as Blair, Paine, &c., and the "wonderful cure" effected by their Pills, Balm, and Ointment, I confess I should not have considered myself so unceremoniously duped, although I admit, there was an attempt at panegyric on the "Old Parr."

"And now Sir, since your readers have been made acquainted with the true style of celebrated "Junius," they will perhaps excuse the absurdity of my borrowing the name of

THE GREAT UNKNOWN

met with

On the night of the 20th, enemy made an attempt to spike French guns, but failed, and Russians who did enter the batteries were killed. French losses is not so great as might be expected, and wounded are all sent to Constantinople, where Hospitals are in effective condition.

Menshikov's statement is that Gen. Li prandi took four redoubts, two of which were destroyed, and two of which he retained and fortified.

Russians estimate the loss of English cavalry at 500; 60 English prisoners were taken. October 26th, the French had advanced their trenches within 300 yards, and Chasseurs de Vincennes killed all the Russian artillery men who showed at embra-

to be completed in eight or ten days. Menshikoff reports via St. Petersburg that to the evening of 3d Nov., siege continued without result; the fire from the English side had become weaker; damage done to the works was not much, and was being repaired. Nothing can be attempted against the Northern side of Sebastopol. Communication remains open.

London, Friday, Sep. 9. M.—There is no later news from the Crimea.

THE STANDARD.
WEDNESDAY, NOV. 29, 1854.
.....
Latest from Europe.
Arrival of the **BALTIC**
AT NEW YORK.

On the 4th of November there was a serious engagement, and on the 5th a tactical combat, including a sortie; and general attack by Menschikoff's whole army. The battle lasted from daybreak until 4 P.M. Both sides claim victory.

The Russians stormed several entrenched positions and spiked the guns.

The loss of the Allies was 5,000; that of the Russians 8,000.

THE REVISED STATUTES.—We learn that a copy of the Revised Statutes was forwarded

Some of the St. John papers assert, "that the Province is indebted to Mr. Perley alone, for the Reciprocity Treaty going into effect so much earlier than was expected." From the treaty itself we learn, that the ratifications were exchanged at Washington on the 9th September last.

We crave our Readers indulgence a few moments while reviewing that part of "Junius's" scurrilous letter which refers to ourselves, we leave the other portions of it to our correspondents. Early last fall, while in conversation with a gentleman who is a warm friend and advocate of the Railroad we gave us some details with respect to it.

... Kings of the Board, it was out of the question for us to attempt it; but that if he would undertake to do so, as a correspondent, we had full confidence in his integrity and ability. Out of this remark, grew the letters of "Cicero." Where now we ask, are the "vile" assertions of "Junius," that we are "the too disappointed elixir"—"to subserve selfishness."

Honest Junius takes a "new and improved" method of attacking the Editor, instead of replying to his correspondents, who he falsely states wish to reconstruct the Board "putting in the old ones." (Directors.) This is a piece with his other absurd statements.

who has made himself a laughing stock of the community, not to taunt with the ghoul of man, as we are in nowise superstitious—eclogize one, whom during his life time, we have frequently heard him term "a truckle-bed" and who no doubt "lives in the spirit of remembrance" although "dead in the letter"—aye, a man he *feared*. Our files bear to

correspondents alluded to by "Junius," are not disappointed partizans—but men who are his superior by birth, education and talent, and whose integrity and position entitle their opinions to respect.

Remember, "Junius," you are the aggressor, and have attacked us unjustly. We are publishing the letters of correspondents

popular Pills and Ointment, which have enjoyed such reputation for a number of years, are sold, particulars of some of the cures they have effected through the papers in the country; and there is no question but that they are exactly the medicine required here. We would strongly advise our friends to get them a trial, and there is no fear but that they will continue to use them whenever a

[From the State of Maine.]
PROGRESS OF THE GRAND TRUNK RAILWAY
 The Grand Trunk Railway of Canada, as established by the several acts of the Provincial Parliament, consolidating various lines previously chartered, extends from the city of Portland, Maine, to Port Smethwic, W., at the foot of Lake Huron, on the West

Total, 1876, 1877, and 1878, 1112 " "

Of these sections, that from Portland to Montreal is opened for business. The Quebec and Richmond section is about to be opened. The line from Montreal to Brockville, 175 miles, will be opened for traffic in September, 1855, and from Toronto to Stratford, 90 miles, Oct. 1, 1855, from Toronto to Whitchurch, 38 miles, and from Quinceburg

These facts, and all other information contained in this article, are furnished us by Cusack Roney, Managing Director of the Grand Trunk Railway, and are the same as stated in the testimony recently given by him in writing, to the Railway Committee of the Parliament of Canada.

OFFICIAL NOTICE, UNDER PA
TENT LAW.
NOTICE is hereby given, that MON
TOWER TIBBETS, administrator
of the goods, chattels and credits of
Benjamin Franklin Tibbets, late of Cas
ning, Queen's County, deceased, has
Petitioned the Lieutenant Governor
Council, for an extension to him, as a

Notice.
JAMES SYKES & CO. hereby give Notice, that they will prosecute persons trespassing or entering upon the Seventy-Mile Contract of the St. Andrew & Quebec Railway, either to execute Co-

LECTURES.

MR. FRASER has the pleasure of announcing to the inhabitants of St. Andrews, that it is his intention to deliver a course of Lectures during the ensuing winter, on the following subjects:

1. The Past, Present, and Future of Poetry.
2. The Electric Telegraph.

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Just arrived :
100 Bbls. best Canad

Superfine FLOUR—
For sale by
August 23 1864.