

Arrival of the Pacific, ONE WEEK LATER FROM EUROPE.

NEW YORK, Oct. 3.
The Mail steamship Pacific, Capt. West, from Liverpool, arrived at her dock at half-past eight o'clock last night. She sailed from Liverpool at 5 P. M., on the 22d ult.

Despatches from General Simpson, from the seat of war, had been received by the Government describing the assault and capture of the Malakoff.

General Pelissier's despatches had not arrived.

The retreat of the Russians to Perekop was contradicted.

Nothing decisive was known in regard to the next move of the Allies.

Four thousand cannons, 50,000 balls, and immense stores of gunpowder were taken possession of by the allies at Sebastopol.

The Czar Alexander, in a letter to the King of Prussia, states he will accept of no conditions of peace derogatory to Russia.

The Czar in company with the Grand Dukes has signified his intention of proceeding to the Crimea.

The Turks still hold Kars, having repulsed the Russians on the 7th of August with considerable loss. The Russians retiring to Erzerum.

No later news from the Baltic had been received.

The Emperor of Austria had congratulated Queen Victoria and Louis Napoleon on the success of the Allies.

There were more rumors about Austrian negotiations. The latest were, that Austria was willing to undertake the work of mediation at Vienna, and France at Paris.

At Paris there was considerable excitement in regard to the high prices of bread.

The inauguration of Don Pedro, King of Portugal, was celebrated on the 16th with great enthusiasm.

The King of Naples had sent apologies to England and France for recent insults.

Nothing new in the money market. Consols 90 to 90 1/8. Breadstuffs firm, but inactive. Weather fine. Pork rather higher.

Beef firm. Lard slightly advanced.

Cotton dull, declined 3/4 to 1. Breadstuffs dull. Provisions advanced. Money active. American stocks quiet.

London, Saturday morning.—No later war news.

It is rumored that Baron Prokesch had arrived at Paris with an ultimatum from Austria, which if the Western Powers agree to, she proposes sending to Russia. If the latter power declines to accept, Austria will declare war.

Probability of War between the Western Alliance and the United States.

The Paris Correspondent of the New York Tribune, gives some interesting intelligence, which is also indicated in the leading columns of the London Times.

On account of this Administration at Washington having given notice to Denmark that United States vessels will presently refuse to pay the tolls levied by that power on ships passing through the Sound into the Baltic, Denmark has resorted to France for assistance and support; and this the Emperor promises her on condition of her joining the Western Alliance against Russia.

If she accepts that proposition, the attempt of the United States to send their vessels through the Sound untaxed, will be treated by the Alliance as a cause of war, and France and England will at once employ the menace of hostilities to bring them to reason and maintain the Danish imposition in its present flourishing state.

COMMERCIAL.

Liverpool, Sept. 21.—With a continuance of fine weather, and a dull market at London, we have to report a somewhat less active trade in wheat. At Tuesday's market, there was a fair attendance of buyers, several having come from a distance in the expectation of purchasing at a reduction similar to that at Mark Lane—viz. 3/8 per quarter; to this holders were unwilling to submit, and any sales made of the finer qualities were at nearly last Friday's rates. Inferior descriptions, however, could be bought at 2s. 3d. per 70 lbs. cheaper.

In flour little doing, without change in price. Indian corn quiet, at 39s 3d a 39s 6d for mixed, being a reduction of 6d a 9d per quarter.

New Ship.—A fine ship of about 1250 tons, O. M., was towed into our harbor on Wednesday from St. Mary's Bay, where she was built for Messrs. Parks & Son, of this city, by Francis Bourne, Esq., and under the directions of Lloyd's Surveyor, of this port. She is named the "Malakoff," and is a fine specimen of naval architecture.

New Brunswick.

The Sound Duties.—The subject of Sound Duties is attracting considerable attention, and creating no little anxiety in Denmark. We copy the following history of the imposition of these duties from the New York Tribune:

"The entrance to the Baltic is through a narrow strait called the Sound, lying between the Danish island of Zealand on one side, and the coast of Sweden on the other. The strait is about thirty miles long, and some two miles wide at its narrowest point, where is built the fortified town of Elsinore. Its fortress, Cronborg Castle, commands the passage. To this castle all merchant vessels passing to or from the Baltic are compelled to pay reverence by lowering their topsails, and to the Danish Government all vessels—even those of Denmark—are compelled to pay toll. In ancient times one of the Kings

of Denmark agreed to build and sustain lighthouses and land marks, and other necessary improvements, along the shores of the Cattegat, on condition that the Hanse towns should pay tolls and duties by the same—an obligation subsequently assumed for other maritime nations.

We first read of England treating with Denmark on the subject in 1453. The duties which she, as well as other countries, has paid Denmark, have varied at different times. At present England, France, Holland and Sweden, pay a duty of one per cent. on every cargo entering the Baltic. Other countries, including the United States, pay one and a quarter per cent.; even Danish ships are taxed to this rate. On the 12th of April last, the United States notified the Danish Government of their intention to cease paying the Sound Duties, and the stipulation of the treaty will accordingly expire next spring. Should no amicable arrangement of the question be arrived at in the meanwhile, we may then expect to see our vessels passing the Sound under warlike convoy."

HORRORS IN THE BRAZILS.

During the Brazil revolution of 1823, an event occurred, which rivals in horror the Black Hole of Calcutta. A large number of prisoners were taken, and five ringleaders in the revolt were shot in the public square. Thence returning on board, he received, the same evening, an order from the president of the junta, to prepare a vessel large enough to hold two hundred prisoners. A ship of two hundred tons burden was accordingly selected. It afterwards appeared, that the number of prisoners actually sent on board by the president was two hundred and fifty-three. These men, in the absence of Captain Grenfell, were forced into the hold of the prison ship, and placed under the guard of fifteen soldiers. Crowded until almost unable to breathe, and suffering alike from heat and thirst, the poor wretches attempted to force their way on deck, but were repulsed by the guard, who, after firing upon them, and fastening down the hatchway threw a piece of ordnance across it, and effectually debarred all egress. The stifling sensation caused by this exclusion of air, drove the suffering crowd to utter madness, and many are said to have lacerated and mangled each other in the most horrible manner. Suffocation, with all its agonies succeeded. The aged and the young, the strong and feeble, the assailant and his antagonist, all sank down exhausted and in the agonies of death. In the hope of alleviating their sufferings, a stream of water was at length directed into the hold and towards morning the tumult abated; but from a cause which had not been anticipated. Of all the two hundred and fifty-three only four were found alive, who had escaped destruction by concealing themselves behind a water butt.

ACCIDENTS ON ENGLISH RAILWAYS.—From a return recently published by the English Board of Trade it appears that during the half year ending June 30 last, there were killed from causes beyond their control three passengers, besides one hundred and seven injured. Seven passengers were killed and five injured owing to their own misconduct or want of caution. Eighteen servants of companies or contractors were killed, and twenty one injured, from causes beyond their control, and forty five were killed and sixteen injured, owing to their own misconduct or want of caution. Fifteen other persons were killed and two injured, at level crossings, and twenty five trespassers were killed and seven injured. The total number killed during the half year on eight thousand one hundred and eighteen miles of railroad was one hundred and thirteen, and one hundred and fifty eight injured.

The contrast between the number of railway accidents in England and America is great. In England the public receives its guarantee of safety in stringent laws against all who are in any way culpably negligent. The result shows that such laws are salutary.

PUBLIC SCHOOLS OF BOSTON.—By the official statements in the report of the City Auditor, we learn that during the last financial year, the payments on account of the public schools amounted to \$225,500 per cent. of the whole ordinary expenditure of the city. The cost of carrying on the public schools, viz: One High, one Latin, one Normal, 18 Grammar, and 196 Primary, including the repairs of the houses, salaries, furniture, fuel, and all incidental expenses, amounting to—\$339,135 64. The number of pupils was 23,739; and the total expense for each scholar was \$12 25. Of this sum \$7 39 was required for the salary of the teachers, and \$255 for incidental expenses. The amount appropriated for the schools the present year is \$421,700, divided as follows: Grammar and High School Department, \$212,000; Primary School Department, \$120,200; School Houses, \$89,500.

The scrutiny which was demanded at the close of the late election for this County, was abandoned yesterday by the friends of Mr. Cudlip, owing, chiefly, we understand, to the impossibility of completing it before the Sheriff within the time specified for the return of the writ.—Mr. Cudlip however reserved to himself the right of bringing the matter before the Legislature.

A similar decision has been come to by friends of Mr. Cyr, who demanded a scrutiny of the votes given for Mr. Waiters at the late election in Victoria County.—[Courier.

On the arrival of the steamship America at her wharf in East Boston, Friday evening, she was received with a national salute of thirty one guns by the American artillery.

Capt. Maclelland Moore, at the request of some of the British residents in Boston, who rejoice in the success of the Allies before Sebastopol.

Brijons are loyal in whatever clime and under any government. Their love of "fatherland" is proverbial.

The Standard.

WEDNESDAY, OCT. 10, 1855.

OUR RAILROAD.

Deep and grievous as are the evils the country has sustained, and is still suffering under by the forced suspension of the works on the St. Andrews and Quebec Railroad, in consequence of the shamefully guilty conduct of the Government in refusing to carry out the law, and withholding the facilities granted by the Legislature for the prosecution of the Road, we much fear unless an immediate return, to a sense of duty, (which can alone be effected by the most distinct expression of public opinion, by the entire Press of the country)—takes place in the Executive Council, that a still heavier calamity is yet in store for us;—a calamity from which the whole Province will be crushed, and from which it will take years, if it be possible for us ever to recover.

Only three little weeks have passed since we announced the arrival of a Deputation from the English Shareholders in this undertaking, and already ten days have elapsed since these gentlemen have again left our shores on their return to England, disgusted and disheartened at the persevering obstinacy of our authorities, comparing us to Pennsylvania and other repudiating States of the Union, and threatening an exposure throughout the Mother Country and on the London Money Market, of the breach of faith committed by the Province against them. We cannot wonder at their indignation, nor could we utter the faintest murmur of complaint should they adopt so strong a measure. There has been much "unapprehension" doubtless; in many parts of the Province with regard to the claims of this Company, and many of our contemporaries, partly from want of correct information, and partly from the sectional jealousy which so unhappily pervades the land, have supported the Government and opposed the Line;—this feeling however, we are glad to observe has of late been sensibly diminishing, and support in many instances been accorded to the undertaking, where formerly it received opposition—we therefore confidently call upon our brother Editors, calmly to review the question of the claims of the Road, and aid us by their united voices to force the Government into the fulfilment of the law, and thereby to avert so serious a calamity as the loss of the credit of the Province.

The case is very simple, and may be plainly put.—By acts of the Legislature, the Executive is authorised and empowered to issue £50,000 in Debentures, and to grant certain lands to the Company periodically in aid of and to facilitate the construction of the Road, on condition of their subscribing and expending certain fixed sums. The faith of the Province stands expressly pledged in those acts for the fulfilment of these arrangements on its part, and in full reliance on the honesty of our Government, the English shareholders have subscribed and expended £80,000 sterling, entitling them to the whole of the Debentures and to a further grant of 70,000 acres beyond what has been already issued. They have submitted their claim and proved its correctness by the exhibition of their accounts and vouchers, the truth of which are not disputed, but still they can get no direct reply, and are met by delays and quibbles—such for instance, as that it is discretionary with the Government to grant the land previous to the completion of the Road. If this is the case, then is the Act a cheat and delusion! its very title specifies that it is to "facilitate the making" of the Road, and the second clause provides, that it shall "and may be lawful from time to time to grant the fee simple for 10,000 acres upon satisfactory proof, under oath, of the expenditure, of a like sum. If the land be not granted till after the completion of the Line, how can it facilitate the "making" of it? The position is an absurdity. But on the other hand were the land granted, we all know that money might be raised on the security of it, and the very lumber itself which might be taken from it, would furnish ample means to finish the work, besides affording occupation for hundreds of our people, employing our shipping, and augmenting the revenue.

The Company say, that were they in possession of these facilities accorded by the Le-

gislaturo, they would be in a position, and would be prepared to finish the Road:—without them, the Line stands dead, and they feel that the whole of the money they have invested will be lost. Such is the plain position of affairs, fully appreciated and understood by every intelligent person in this County—and as we firmly believe will be the case, admitted by every unprejudiced man throughout the Province,—and under such circumstances, do we confidently appeal to each, to use whatever influence he possesses, to force the Government to act honestly, and save the country from the stigma of repudiation.

The present high prices of the necessities of life, are calling forth complaints deep and loud in the Provinces and the United States. A large and influential meeting of the citizens of Boston, took place in Faneuil Hall, on Thursday last, with reference to the high prices of provisions; statistics were brought forward, which proved conclusively, that those evils (high prices) could be removed by organizing and establishing houses in Boston, with branches in the Western States, to buy at the lowest prices, and sell at cost and charges to subscribers. The shares are placed at so low a figure, that every working man could take stock. This will put an end to speculations in Provisions and Flour.

THE LARGEST YET.—We were handed an immense Cucumber, raised in the garden of Mr. J. H. Whitlock, which measures one foot eleven inches and a half in length, and weighs four pounds ten ounces. Our friend has some splendid Corn, the stalks of which are 8 feet 9 inches high, and the ears are well filled with beautiful corn. No doubt Mr. Whitlock will take the premium for these articles, and should distribute the seed.

CELEBRATION IN ST. JOHN.

The loyal inhabitants of St. John intend holding a grand celebration of the fall of Sebastopol on Friday next—the Polymorphians take the lead in the matter. It is said an excursion will be made by the "Queen" to St. John to-morrow.

WAVEG.—The people of this interesting section of the Parishes of St. Andrews and St. Patrick, have now a well finished and commodious house for public worship. It was undertaken by the inhabitants uniting, in 1846, by the proposal of the Rev. Mr. Ross of St. Andrews, after repeatedly visiting and preaching in that district; and so persevering were their efforts, that it was finished outside, and by the use of benches instead of pews, was made fit for public worship, and was dedicated to the service of God by Mr. Ross, in presence of a large congregation the 31st Oct. 1847. In this state, with very little alteration, it was used for public worship, generally conducted by the Rev. Mr. Milen of Buccabec, who was permitted to give a portion of his services on the Lord's Day to Waveg, till he left for his new charge in Baillie Settlement last October. During the past season a very creditable and successful effort has been made to plaster, pew, and paint the building. The site and burial ground attached, (the generous gift of Mr. W. Ella) is very central. The building is sufficient to contain the congregation, and is free from any debt. While the church is Presbyterian, because the majority of the people are so in religious principle, it is not decided to, and cannot be claimed by any section of that denomination; leaving the people at entire liberty to accept the services of a Minister from either. Upon the whole, we congratulate our friends in Waveg for doing in this respect what we may reasonably recommend to others for the promotion of religious truth and peace. We would hail the day, that would end for ever the contentions and divisions which men have made in the pure religion of Jesus.—[Com.

The London (Canada West.) Times, states that on Wednesday last the Custom House authorities made a seizure of goods to the amount of \$9000, imported by one of the leading wholesale houses of that city. The goods seized are gold watches, boots and jewelry. The Times says that firm in question employs as clerk an American, who has for the last three months done the custom house business.

The Board of Aldermen of Providence have refused to grant a license for Barnum's Baby Show. The Providence Journal is heartily glad of it, and says, for so doing, they will receive the warmest thanks of every man in the community, not low and brutal in his instincts, and of every woman not coarse and vulgar in her nature.

WOMAN'S LAUGH.

A woman has no natural grace more beautiful than a sweet laugh. It is like the sound of futes on the sparkling rill, and the heart that hears it, feels as if bathed in the cool, exhilarating spring. Have you ever pursued an unseen fugitive through trees laden by her fairy laugh, now here, now there, now lost, now found? We have.—And we are pursuing that wandering voice to this day. Sometimes it comes to us in the midst of care, or sorrow, or irksome business; and then we turn away and listen, and hear it ringing through the room like a silver bell, with power to scare away the ill spirits of the mind. How much we owe to that sweet laugh! It turns the prose of our life into poetry, it finds showers of sunshine over the darkest wood in which we are travelling it touches with light even our sleep, which is more the image of death, but is cou-

sumed with dreams that are the shadows of immortality.

Holloway's Ointment and Pills, certain Cure for Wounds and Ulcers.—Thomas Thompson of Southampton, Nanticoke, was afflicted all over his body with running ulcers, his life at last became quite a burden to him, as he was a misery to himself, and an annoyance to his friends. In the hope of obtaining relief to his sufferings, he consulted several physicians and surgeons, but his case seemed so desperate that it was considered hopeless. At this stage he had recourse to Holloway's Ointment and Pills, and by persuevering with these remedies for ten weeks, he was completely cured, and now enjoys the best of health.

Notice.—Many of our Subscribers are in arrear for four years and upwards. All accounts unpaid after the 15th inst., will be handed to a Magistrate for collection. This course is the only one left us, and we will be compelled to adopt it, however unpleasant it may appear. Printing material must be paid for in cash, and we cannot carry on our business without it.

BIRTH.

On the 1st instant, the wife of Capt. C. A. Thompson of a Son.

MARRIED.

At St. John, on the 31st inst., by the Rev. Samuel Robinson, Mr. William Allwood, of Staffordshire, England, to Sarah Louise eldest daughter of Mr. Z. G. Gabel, of St. John.

At the Cathedral, Fredericton, on the 20th ult., by the Right Rev. The Lord Bishop of Fredericton, Ward Chipman Drury, Esq., of St. John, to Charlotte Augusta, youngest daughter of Lieut. Col. Hayne, Aide-de-camp to his Excellency the Lieut. Governor of New Brunswick.

A St. Stephen, on the 20th ult., by the Rev. T. W. Street John J. Snow, Esq., of St. John, Nova Scotia, to Miss Helen F. Dougherty, of Calais, Me.

On the same day, by the same, Mr. John F. Chase of St. Stephen, to Miss Margaret A. Kane, of the same place.

DEATH.

Suddenly, at his residence, Dalhousie, on the 25th ult. J. S. Waterhouse, Esq., Surgeon, in the 37th year of his age, a native of Sheffield, Yorkshire.

At Fredericton, on the 29th ult. Mr. Dennis O'Leary, aged 60 years.

Shipping List.

PORT OF ST. ANDREWS.

ARRIVED.

Oct 6th.—Brig Grace Douglas, Morrison, Sydney, coal.

Pine Timber.

ONE HUNDRED AND TWENTY-FIVE TONS PINE TIMBER, averaging 13 inches, for sale—Apply to JAMES BOYD.

Oct. 6, 1855.

Mangle.

OFFER FOR SALE.—A new Clothes' MANGLE Also, A WASHING AND WRINGING MACHINE low for Cash. JAMES BOYD.

Oct. 6, 1855.

SCHOLASTIC.

THE Subscriber begs leave to acknowledge his gratitude, for the liberal patronage he has received in his capacity as a Teacher, since he opened in this Town; and in solicitation of its continuance, wishes to apprise parents and guardians generally, that he is prepared to teach a course of literature, calculated to prepare youth for Mercantile or Mechanical pursuits as well as for the Learned professions; viz:—Reading, Writing, English Grammar, Geography, Book-keeping, English Composition, Natural History, Agricultural-Chemistry, and Mathematics comprising:—Arithmetic, Algebra, Geometry, Trigonometry, and Conic Sections, together with the French, Latin, Greek and Hebrew Languages.

JAMES PETERSON.

N. B.—That the school is void of all exercises, interfering with the religious opinion of any Denomination, with the strictest attention to the inculcation of moral habits and intellectual improvement.

For terms apply to the Teacher after or before school hours. J. P. St. Andrews Sept. 5th, 1855.

ATHENÆUM FIRE INSURANCE SOCIETY OF LONDON.

Capital £2000,000 Sterling.

Rt. Hon. the Earl of GLENCAIRN, 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; River 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.