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The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

E variis sumendum est optimum.—Cic.

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LAW RESPECTING NEWSPAPERS

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TWO DISTINCT COMPANIES.

MENAGERIE & CIRCUS.

S. B. HOWES, Proprietor.
With the Celebrated original
GENERAL TOM THUMB!

Will Exhibit at St. Andrews, Friday, August 3d, and at St. George, Saturday Aug. 4th
Admission, Box 25 cents, Reserved Seats, —cents. Children under 8 years of age, half price. No money will be taken at the Doors.

THE MENAGERIE DEPARTMENT consists of a beautiful and Rare Collection of Wild Beasts and Birds from all parts of the world.

The TWO PERFORMING ELEPHANTS will be introduced by their keeper, and go through many sagacious performances.

MR. PARKER, the celebrated Tamer of Wild Beasts will enter the Den of Lions and other Trained Animals in presence of the audience at 3 o'clock, previous to the commencement of the Equestrian Performances.

The following are some of the Animals in this collection:—African Lion and Lioness, Nubian Lion, Asiatic Lioness, Bramian Tiger, Hunting Leopard, Grizzly Bear, One White Polar Bear, Spotted Hyena, One California Lioness, Pouch Bear, Alpaca Kangaroo, Rocky Mountain Bear, Jackal from South Africa, Kangaroo from New Holland, a Colony of Apes, Monkeys, Babboons, PARROTS, CRANES, &c., &c., forming what is termed a HAPPY FAMILY.

During the Exhibition, the visitor will have an opportunity of beholding the

Real, Genuine, Original, General
Tom Thumb!
The celebrated and world renowned Man in Miniature, who is Twenty Two years of age.
Weighs only 15 pounds, and is but 28 inches high!

EQUESTRIAN ENTERTAINMENT.

Separate and distinct from the Zoological and Tom Thumb Exhibitions, are the following brilliant CIRCUS PERFORMANCES, to which the visitors of the two former, all those who choose, may attend without additional charge. The Circus Troupe, it will be seen, contains some of the most prominent Riders, Vaulters, Gymnasts and Comic Talent in the country, and the entertainments given are

Novel, Diversified, and Brilliant,

accompanied by a Magnificent Band of Music

The performance will commence with the great *Two and Four Horse Rein Act*, by Mr. S. P. Stickney

Signor Felix Carlo, known in Europe and in the United States as the "Italian Trick Clown," with his talented Juvenile Artists, in a pleasing diversity of Grotesque Gymnastics, in which these admired performers stand pre-eminent.

Miss Sally Stickney, the highly accomplished and youthful AMERICAN EQUESTRIAN, will perform her great

Model Act of Female Equitation,
WITHOUT SADDLE OR BRIDLE.

Daring and skilful feats of Balancing by Master Carlo, forming and mounting a Pyramid of Glass Bottles, taking a Crystal Promenade upon Decanters, and firing Pistols while balanced upon his head on the neck of a Bottle, at the top of the Pyramid.

Unchanged and Artistic Display of Juvenile Horsemanship, called 'Young America,' by Mast R. Stickney

Bobby Williams, Clown.

Great Manege Act, by Miss Sally Stickney, and her noble and beautifully trained Horse Gem.

Superb Feats and Graces in Posturing and Grouping, by Signor Felix Carlo and son.

Mr. W. Armstrong will exhibit his celebrated acts of Somerset and Scene Riding

To conclude with a Comic Afterpiece, by the Carlo Family.

In addition to the above great features in the Circle and Menagerie, will be performed each evening, the gorgeous Pantomime entitled

"THE MISER OF BAGDAD."

which will be produced in a style of magnificence unsurpassed by any travelling Exhibition, the management having spared neither pains or expense in making this the "Ne plus Ultra" of Performances in the Circle. This piece will be presented with all the splendors of the Arena, as performed at the principal Theatres in the Cities of New York and Philadelphia, where it had a successful run of upwards of 150 nights. It need only to be seen to be appreciated

July 11, 1855. ELBERT BAXTER, Agent.

NEW GROCERY STORE.

THE Subscriber would inform his Friends and the Public generally, that he has taken the store formerly occupied by the late Thomas Turner, where he will keep constantly on hand,

MOLASSES Brown and Crushed SUGARS, TEA, COFFEE, CHOCOLATE Cocoa, Broma, Rice, Barley Oatmeal, CHEESE, Salt, Pickles, Spices of every description, SOAP, CANDLES, Tobacco, Cigars, Snuff, Pipes, Brooms, Pails, Starch Indigo and Dye Stuffs of all kinds, CROCKERY and EARTHENWARE, and every description of Goods usually found in a Grocery Store, which he will sell at the lowest market prices for CASH ONLY.

JAS. W. THOMPSON.

Also on Hand.—Fellows & Co's Concentrated Extract of Sarsaparilla, an excellent remedy for all diseases arising from an impure state of the Blood; Fellows' Dyspepsia Bitters and Speedy Relief, Fahnestocks Vermifuge, Johnston's Anodyne Liniment, Moffat's Pills, Mrs. Winslow's Soothing Syrup, Curtis & Perkins Cramp and Pain killer Mexican Mustang Liniment, cold drawn Castor Oil; and a large quantity of other Medicines and Drugs, as necessary in a family, but too numerous to mention in an advertisement. J. W. T.

Saint Andrews, July 10, 1855.

LEVIATHAN IRON STEAMSHIP.

The people of Great Britain in their efforts to maintain their supremacy upon the sea, and in the arts appertaining thereto,—a field in which they admit that they find able and energetic competitors from this side of the water—do not lack in boldness in their plans for gaining advantages, and lavishness in their extravagance for carrying their plans in execution. There is now in progress of construction on the banks of the Thames river near London, an enormous iron steamship whose tonnage is to be twenty thousand five hundred tons; which is expected to carry twelve thousand five hundred passengers and whose capacity for coals and cargo will be eighteen thousand tons.

The enormous size of this vessel will be understood when it is recollected that the monster "Great Republic," 4555 tons—the "Arabia" steamship, the largest of the Cunard line is 2500 tons; the "America" is 1,826, the "Canada," 1,831, the "Europa" 1,834, and the "Asia" 2227; while the new leviathan, to which it is supposed the name "Great Eastern" will be applied, is, as above stated, 22,500 tons, or nearly ten times the tonnage of the "Arabia". Her principal saloons will be four hundred feet long and fifteen in height.

This vessel was designed by Isambard Kingdom Brunel, known as the engineer of the Thames Tunnel. She is destined for the Australian trade, and her tonnage was accordingly fixed at 22,500 on a singular principle supported by reasoning that being the number of miles in the round voyage from England to Australia, and return; while the round voyage of a Cunard steamer, Mr. Brunel is said to have observed, is about equal in miles to tons in her tonnage.

It is expected that the new steamer will be ready to be launched at the end of the present year. She will be launched on a novel plan, being let down sideways into the water.

She is built in numerous compartments, and has a hollow space between the outside and inside walls, so to speak, throughout.

The following particulars copied from the Liverpool Courier and a report by Mr. Brunel will be read with interest:—

The principal dimensions of the ship, her capacity, and power are as follows:

Length, feet	680
Breadth	83
Depth from deck to keel	60
Length of principal saloons	400
Height of ditto	15
Number of decks	Four.
Tonnage, tons	22,500
Carries of coals and cargo	18,000
Nominal horses, power	Screw, 1600 hors. Paddles, 1000 "
Cylinders for paddle engines	4
Diameter of cylinders in inches	74
Length of stroke	14 feet 6 in
Draft of water (loaded) feet	28
" (light)	20
Carries of first class passengers	600
Do second class do	1,800
Do troops with field equipments	10,000
Weight of iron used in the construction of the ship,	10,000 tons

Mr. Brunel, in his report, speaks first of all of the mode of launching the ship, a subject of great importance considering the dimensions and weight of the ship and the narrow and shallow river in which she is to make her first acquaintance with the waters of the sea. The intelligent and well-expressed conclusions of Mr. Brunel as to the mode of launching are thus stated:

"One of the first points to be decided, was the mode of launching the vessel, which of course would determine the position in which it was to be built, and I wish to take this opportunity of explaining my reason for adopting the plan I have decided upon, which being unusual might be supposed to be unnecessary.

"Vessels are generally built above the level of high water, and then allowed to slide down an inclined plane into the water: occasionally, as in the case of the Great Britain, they are built in a dry dock into which the water is afterwards admitted, and they are floated out.

"Both plans were well considered in the present case but the size of the dock required, the difficulty of finding a proper site for such a dock, the depth required for floating a ship with her engines and boiler, which it was most desirable to introduce while building the hull, and the depth of channel required to communicate between such a dock and the deep water of the river—all combined to render the plan a very expensive, and considering the nature of the soil in which it would have to be formed, a somewhat hazardous proceeding. Launching seemed to offer the fewest difficulties and the greatest certainty; but the dimensions of the ship required some modifications of the usual modes of proceeding.

"Launching is generally effected by building the ship on an inclined plain, which experience has determined should be at an inclination of about 1 in 12 to 15, the keel of the ship being laid at that angle and the head consequently raised above the stern, say 1-15th of the whole length of the ship. In the present case this would have involved raising the forepart of the keel or the fore foot about 40 feet in the air, and the whole vessel would have been on an average 22 feet higher than if built on an even keel.

"The inconvenience and cost of building at such a great height above ground may be easily imagined, but another difficulty presented itself which almost amounted to an impossibility; and which has been sensibly felt with the larger vessels hitherto launched, and will probably, ere long, prevent launching, longitudinally vessels of great length—the angle required for the inclined plain to so insure the vessel moving by gravity being say 1 in 14, or even if diminished by improved construction in ways to 1 in 25, is such that the end first immersed would become waterborne, or would require a very great depth of water before the fore part of the ship would even reach the water's edge. Vessels of 450 or 500 feet long would be difficult to launch in the Thames unless kept as light as possible, our ships could not be so launched, the heel of the sternpost being required to be as I before said, about 40 feet below the level of the fore foot, some mitigation of the difficulty might be obtained by an improved construction of the ways; but the great length of way to be carried out into the river, would under any circumstances be a serious difficulty.

"These considerations led me to examine into the practicability of launching or lowering the vessel sideways; and I found that such a mode would be attended with every advantage; and so far as I can see it involves no counterveiling disadvantages. This plan has been accordingly determined upon, and the vessel is building parallel to the river, and in such a position as to admit of the easy construction of an inclined plain at the proper angle down to low water mark.

"In constructing the foundation of the floor on which the ship is being built, provision is made at two points to insure sufficient strength to bear the whole weight of the ship when completed. At these two points when the launching has to be effected, two cradles will be introduced, and the whole will probably be lowered down to low water mark; whence on the ensuing tide, the vessel will be floated off. The operation may thus be performed as slowly as may be found convenient; or if upon future consideration, more rapid launching should be thought preferable it may be adopted."

The next point to be considered is the progress of the work. The Great Eastern is not a mere theory, but an actual fact. The work is really and rapidly progressing, and should no unforseen obstacles arise, it is expected that the ship will be launched before next Christmas. A deal of time was necessarily expended in making suitable preparations for the work, and erecting the machinery in the builders' yard for shaping punching, planing and cutting the plates, and for bringing so large an undertaking into working order. The first plate was laid in May last, and at the present time 500 men are at work upon the ship in all departments. Unlike other vessels, the knees are laid and the framing erected therefrom and plated over, the "Great Eastern" is building in sections, the midship section being first built up to its full altitude, and the iron decks laid, and the other sections fore and aft, being successively built in like manner and joined to the preceding section. A number of these sections are built, the model of the stern post is erected, and the rib and outline of the after part of the ship is already put up.

In her external appearance, drawing the inference from the working model, we should say the Great Eastern will be a sightly ship. She is moulded with very fine lines forward and aft and she will have an elliptical stern.

Her deck is to be flush, except for cabin entrances and similar purposes, so that a promenade more than twice the length of the Great Britain's deck will be available for the passengers on board this ship, and which from her great size ought at all times to be free from shipping water.

If the reader will imagine a ship built of any size, and then a smaller ship built and placed in the larger one, he will form some idea (though not a full one) of the Great Eastern.

Perhaps the best terms to describe these inner and outer ships is to call them the inner and outer skins. The distance between the outer and inner skins, or ship, is 2 feet 10 inches. The floor of the ship, as previously stated, is perfectly flat, the keel being turned inwards and rivetted to the inner ship's keel. These several skins are joined to each other by longitudinal webs or girders, formed of plate and angle iron. There are seventeen of these webs on each side of the ship, which run the entire length of the vessel, and they are placed at such distances as to extend upward, at intervals of about 3 feet, from the keel to the main deck and they are again closed up in lengths varying from 20 to 60 feet. Thus the outer and inner ships are joined together by means of a great number of water tight webs or cells of extraordinary strength, giving the vessel a rigidity such as has never been communicated to a ship before.

The main deck is treated in the same manner for a width of 20 feet on each side, and iron girders bind one side to the other, so that the entire vessel becomes, as it were, a beam of strength, and the whole fabric may be denominated a web of woven iron, the rivets forming the fastenings, and the webbed or honey-comb cells becoming an indissoluble structure. The compartments between the outer and inner skin will hold 3000 tons of water ballast, should it be required. The web plates are of inch iron, and the outer and inner skins are of three-quarter inch iron.

This monster is building by a company which has a capital of twelve hundred thousand pounds sterling, or about six million dollars, with authority to increase it to two millions sterling, or ten million dollars.—The shares are twenty pounds each, and £8 10s. has already been paid in on each share. The shareholders are liable to assessments not exceeding £2 10s in any one quarter. From these figures an idea of the probable expense of the vessel can be obtained.

The "Great Eastern" is to be fitted with sails, (she will have five masts,) paddle wheels, and a screw, so that there is no lack of means of propulsion. It is confidently expected that she will make "fifteen knots an hour on the whole voyage without diminution and without cessation under any weather, considerably shortening the current length of the Australian voyage. It has been intimated that she will make an experimental trip to America as soon as she is finished, and will be next used in the transportation of troops, if the war continues.

Children have lungs.—This fact is either not known to parents or very little regarded. The first thing a baby wants is fresh air and plenty of it. From the moment a child is born, it should have air and light; and neither be shut up in a dark room, nor have its head covered up in a blanket.

The other morning, making my first call on a lady with an infant, I saw a heap of blankets lying in a rocking chair beside the bed, but there was no baby in sight. When I enquired for the newly arrived, the nurse came and after taking off fold after fold, there at last was the poor little half smothered baby, gasping for breath. Mother and nurse got a lecture that time.

Returning in an omnibus, a pretty woman got in, with her baby completely enveloped in its blankets. Perhaps it was none of my business; but I think it was. The babe had as good a right to breathe and to have the purest air to be had, as anybody; and as there was nobody else to take its part, I did.

Madam, said I, you are smothering that child.

She smiled and shook her head—she did not believe a word of it.

You are making it breathe its own breath over and over again; and no air is fit to breathe but once. I am a physician and can't let you make your child sick.

She uncovered the baby's head; it took a long breath, and if it had been old enough to talk, and been up in its manners, it undoubtedly would have said, "Thank you doctor."

Let mothers profit by this hint.

Trial Trip of Steamship Ocean Bird. The six days to Europe-steamship Ocean Bird made a very satisfactory trial trip on Wednesday. On her return she made the run from Sandy Hook to the Battery in 1 hour, with a three and a half knot tide, being equal to 20 miles an hour—her engines making 19½ revolutions per minute under 32 pounds of steam. Among the guests was Donald McKay.

Discovery of Human Remains.—While making excavations for the purpose of constructing a sewer in the Square opposite Nolan's Hotel, Galway, the laborers discovered several human skeletons, some of which were in a perfect state of preservation.—These ghastly remains of mortality are supposed to be relics of the old Cromwellian wars, when Galway underwent a severe and protracted seige, as the place where the bones were discovered is not far from where the old wall stood.—[Galway Vindicator.

Mr. Sidney Commissioner, sent by London Times, to the Crimea to administer the balance of the hospital fund, fell sick from over exertion; routine excluded him from the hospitals he was aiding. He was carried in a scorching sun, to a church at Balaklava, where he died, a victim to official inhumanity.

Issues in Poor Condition
Best copy available