

SUMMARY OF NEWS.

From the English Papers.

THE WAR.
There is nothing important from Sebastopol up to April the 8th. The position of both armies was unchanged. Night skirmishes on a small scale continued. The weather was fine and dry. There had been three hours' armistice to bury the dead. The allies report themselves ready to open a general bombardment of the city. The Russians have constructed two new batteries, and have converted the ambulances into an advance guard. The French are advancing towards the Malakoff works by a serpentine path. Omer Pasha had not marched on the Alma as reported, but had occupied two villages half a league from Eupatoria, and enlarged his circle of fortification, to shelter 6000 men. The allies were sending him that number as rapidly as possible.

20,000 Egyptians had sailed for Eupatoria. The French reinforcements and Sardinians would also land there shortly. An important statement is made that the allies, changing their tactics in the Crimea, will fortify and hold as a material guarantee the already strong position of Kamiesch, with 20,000 men. It is supported by the fleets. The embarkation of the Sardinian troops would commence from Genoa on the 13th, in English steamers, for Constantinople; thence re-shipped for Eupatoria, to co-operate with Omer Pasha. The Russians maintain their position on the Tcherazya, and are concentrating towards Balbar.

Gen. Canabert's despatch estimates the loss on the night of the 23rd, Russians, 700 killed and 1500 wounded. French loss, 200 killed and 400 wounded.

The French hired transport steamer Elinburg, and two ships in tow, all with French horses were lost off Balchick.

The Tunisian Brigade is sent to Balchick. The Russians deny Menschikoff's death, but admitted that he is wounded.

Two hundred vessels were at Galatz for corn.

The Greek Ambassador arrived at Constantinople on the 8th.

THE BALTIC.

The advance squadron of the Baltic fleet reached Elinore on the 1st of April, and it was supposed would anchor in Landlaussenn harbor until the Baltic was navigable.

Advices from Rostock of the 5th say that the navigation of the Baltic would be dangerous for a week or a fortnight to come. Much heavy ice was floating.

A Russian despatch from Warsaw says that an army of 120,000 is concentrating in the Baltic Provinces and 300 gun-boats are afloat. Two divisions of the Russian fleet are at Cronstad, and one below Sweaborg and Revel.

Great Britain.

Parliament not sitting. Was announced p.m. of Friday that government had brought out a loan. Amount and terms unknown but supposed to be £15,000,000 sig. Funds vary ing, fell to 91½.

Napoleon and Empress would reach London on Monday, would stay one week with the Queen. Tone of British public extravagant in adulation; very different from three years since. Official programme as follows: Monday, Prince Albert goes to Dover, meets August party, lunches with them at the Warden Hotel, home to Windsor p.m. Tuesday, morning, Emperor receives Corps Diplomatique; evening, grand entertainment. Wednesday, investiture of Emperor with the order of the garter; evening, grand dinner and ball. Thursday, Crystal Palace; evening, opera. Friday, visit London to receive city addresses, dejeuner dinner at Buckingham. Saturday return home.

Rosbuck Committee adjourned with Parliament till the 10th. The propriety of raising the siege of Sebastopol is freely and favorably talked of.

Court Martial was sitting on officers of lost steam Frigate Tiger.

Earl Carlisle has entered on the Vice-Royalty of Ireland, was well received in Dublin. Movement respecting the Newspaper Stamp is taking the direction in favour of half-penny postal stamp.

The Brazil mail steamer, Solent, at Southampton reports frigate Constitution at Cape Verd to leave April 1st. All well for home. Solent brings information that on Feb. 1st American steamer Water Witch was fired in by batteries at mouth of Paraguay. Steamer was damaged and one killed. The Water Witch promptly returned fire, dismounted one gun, and fired graps at the embrasures, not having water to proceed up the river. Water Witch repaired damages and returned to Conicutes.

FRANCE.

The Great Exhibition will open irrevocably on May 1st. Paris Moniteur contains a remarkable official document on the military conduct of allied governments.

Arrivals of Indian corn at Lisbon had dispelled fears of bread riots. Provinces quiet.

GERMANY.

Discontent exists in Hanover against the King's attempts to restore the privileges of the nobles.

AUSTRIA.—The Emperor of Austria's coronation will take place on the 8th Aug. Sickness is reported in the Austrian army, as a reason why it is not ready to take the field.

ITALY.—The Russian Count Potocki is visiting all the Italian States, except Sardinia, assuring them of friendship of Russia. He is said to have assurances of neutrality from Tuscany and Naples. It is reported that the Duke of Gramont, the French Minister at Turin, will proceed to Rome to mediate in the difficulty between the Pope and Sardinia.

Napoleon has purchased estates in the Roman territory of Savina Nova.

[By Telegraph.]—The Pope had a narrow escape with his life from an accidental fall of

a beam. Two Cardinals were injured. Particular not to hand.

DENMARK.—The trial of the ex-ministers before the Supreme Court is postponed till June 4th.

Russia.—St. Petersburg advices are altogether indefinite as regards politics. They, however reiterate that Russia will not make concessions.

Cholera continues in St. Petersburg. On the 29th there were 200 cases.

INDIA.—The Overland Mail is telegraphed with Calcutta dates to the 10th and Bombay to the 15th March. Trade in India was dull. News unimportant. No intelligence from China.

LATEST BY TELEGRAPH.

Paris, Friday evening.—There is no news of importance.

Spain.—Advices from Madrid of the 12th state that the Militia law, with Marmingo's amendments, had been adopted. Another attempt at an emuei had been immediately repressed.

No later news from the Crimea.

The Times Paris correspondent writes that it is rumoured that we are to have another levy of 100,000 men in France, and that from 60 to 80,000 troops will be placed at the disposal of Austria, should war be the issue of the Conference of Vienna.

The last account from the Northern ports of Europe show that navigation would probably be opened by the 20th inst.

Although nothing can transpire till Monday various statements are hazarded as to the terms of the announced loan, and £15,000,000, if it is set down as the sum required.

MARKETS.

Liverpool Cotton.—Business had again been large, but without animation or improvement in prices, the market closing tamely.

Breadstuffs.—The Flour market generally quiet, and prices unchanged. Indian Corn in fair request for Ireland, but last week's prices are barely maintained.

Liverpool Timber Markets.—Pine Timber.—A parcel of St. John, of 25,000 feet of 18 inches average girth, ex War Spirit, sold from the Quay at 20½d. per foot with 3,000 feet 14½ in Birch at 18½d. per foot, and Spruce Timber at 12½d.

Spruce Deals.—From St. John, a parcel of 13,000 feet, about equal to 24 quality, sold from the Quay at £2 2s. 6d. per stand.

CANADA.

LEGISLATIVE PROCEEDINGS.—The fate of the Prohibitory Liquor bill to the Legislative Council is not certain. According to some, it will be defeated there, but I have seen no reliable calculation on the subject.

A proposal to suppress the recitatives created by Sir John Colborne came very near being successful in the Legislative Assembly—the vote standing 37 against 42. The question of the validity of the patents creating these recitatives has for some time been before the Court of Chancery; and had it not been for this circumstance, the recitatives would have been swept out of existence by a vote of the Legislature. Many, who believe that the result of the Chancery suit will be to declare them illegal, preferred to let the judicial contest take its course to cutting the Gordian knot in by a Parliamentary vote. —*Cor. of N. Y. Tribune.*

The Spring, the N. Y. Journal of Commerce says, is very backward all over the and the drought still prevailing in many sections, as far South as Texas, seriously embarrasses planters from putting in their seed.

DEATH BY DROWNING.—On Saturday, March 2d, while trying to escape in a small boat from the wreck of the Packet Ship "John Banerman," off Holyhead, near Liverpool, Great Britain, Mr. Sylvanus Whitney Lemoreaux, carpenter of said ship, with five others, was drowned. A few days after the body of Mr. L. was found on shore and was decently interred. Deceased was in the 25th year of his age, and has left a large circle of relatives and acquaintances, to whom his many virtues endeared him, to mourn the loss of a good son, a good brother, and a sincere friend. He was a native of Norton, King's County. —*[Chronicle.]*

Few are aware how frequently Publishers are compelled to insert among their advertisements, statements which they can neither sanction or believe.

A pleasant exception to this disagreeable necessity are the advertisements of Dr. J. C. Ayer's Cherry Pectoral and Pills, which will be found in our columns. We have published for him before, and always with the feeling that in so doing we in no wise lend ourselves to deceive or mislead the public, for we have had indisputable proof that his words are strictly true, with abundant reason to believe that his medicines will do all they promise, and all that can be reasonably expected from any medicine. His Cherry Pectoral is too well known in this community to need any commendation from us, and his Pills we are credibly informed are not inferior to his Pectoral. —*Providence Mirror, R. I.*

The Mayor of New York has addressed a circular to the American Consuls at all the European ports where such officers reside, requesting them to collect and communicate to him all the information that can be obtained respecting the shipment or intended shipment of foreign paupers to that port, in order that he may take the proper steps to prevent the landing of such emigrants.

Dr. Cumming at the Scotch Church Crown Court, talked of our army being sacrificed by the Poseyism of warfare, which preferred regard to military rubric to a victory without it, or in defence of it; and in another

part of his discourse added:—"It is no wonder that the similarity of name—Sebastopol being in Greek what Armageddon is in Hebrew—should suggest to many a student of prophecy probability that these words in the book of Revelation, xvi. 14 the 'gathering together to the great war of Almighty God,' & verse 16. He gathered them together into a place called in the Hebrew tongue Armageddon, and in the Greek tongue Sebastopol, and in the English tongue the August City, allude to our times."

The Standard.
WEDNESDAY, MAY 2, 1855.

There exists a very general and well founded opinion, that there will be no surplus of food standing over from the last harvest to the forthcoming one; and the urgent necessity of the Farmers cultivating every foot of land—planting and sowing extensively—not only to supply themselves, but the home markets. It has of late years become too common to neglect farming, and pursue the hazardous business of lumbering—thereby leaving the supplies for home consumption, to be purchased from without the limits of the Province, and at extravagantly high prices, which completely overbalance the profit arising from the sale of logs and lumber, and leaving the agriculturalist often in debt for the provisions which he might and could have raised on his own ground. These evils have been pointed out again and again for several years past, and it must now be apparent, that unless the farmers apply themselves diligently, and sow and plant largely, the price of the necessities of life, and their scarcity will be such, as to place them beyond the reach of many, and produce starvation. This may appear to be a gloomy picture, but nevertheless a true one, unless every effort is made to avert such a calamity. While conversing with an intelligent and respectable agriculturist the other day, he observed that he was much better off when he attended to his farm, than he has been for the last few years since engaged in other pursuits, and that he would now turn his attention to farming, as the most remunerative, and certain of yielding a fair return for the amount of labor expended, than the business which he had been engaged in for five years past. He also said, that in consequence of neglecting his farm he was compelled to purchase at a high price the articles which he formerly raised. We trust that his example of returning to his farm and cultivating it will be largely copied—and that the operations of the Farmers may be blessed by Providence.

A word to Subscribers.

Will those persons who are indebted for subscriptions, advertising &c., pay the amounts they are indebted to this Office, as early as convenient. Many of them are in arrears from one to five years and they know that the incidental expenses of a Printing Office are large, and must be paid. For many months paper has been not only scarce, but very high, and we have spared no expense to obtain the best we could, although it has not been as good a quality as we desired. We now require a stock, and trust this call will be immediately responded to.

PRICE OF FLOUR.—It will be seen by the report of the English markets, that the price of Flour has fallen to 35s. per barrel for good American flour. At this rate it would pay to reship it to this country, leave a handsome profit to the seller and be sold at about 7s. 6d. or 10s. less than the present price. This would be good news to the laborers and others, whose wages owing to the scarcity of employment and money have been reduced to half what they were last year. Laborers wages in St. John, it is reported have fallen to 2s. 6d. per day.

ENGLAND'S BATTLES BY SEA AND LAND.

We have received from the agent of the London Printing and Publishing Company, Mr. C. Taylor, parts 5 and 6 of this enterprising work, which are illustrated with a portrait of the Duke of Cambridge, a battle at Sea, a plate of the "Great Harry" the largest ship of War in the reign of Henry VIII, contrasted with the "Prince Albert" of 131 guns launched at Woolwich in 1854, and a sketch of the "gallant affair of H. M. ships Hecla and Arrogant cutting out a Russian Barque from under the batteries of Eckness, May 20th 1854." Independent of the instructive and interesting letter press matter, the plates alone are the worth the cost of each number 1s. 3d.

Want of space prevents our giving an extended notice of the Annual Meeting of the St. Andrews & Quebec Railroad Company, which took place yesterday. After the Report was read and adopted, the Directors

were elected. The following is a copy of the Report:—

ST. ANDREWS & QUEBEC RAILROAD.

REPORT
Of the Directors to the Shareholders, at the ordinary Annual General Meeting, held at the Company's Offices, on Tuesday, the 1st day of May, A. D. 1855.

After the very full explanations respecting the Company's affairs which took place at the special General meeting lately held, it would be scarcely necessary, even were it possible for your Directors—considering the short time since their re-election to office—to lay before you any lengthened report. It is however incumbent on them to state what has been done in reference to the directions contained in the Resolution passed at that Meeting.

The first subject which pressed for attention was the "Bill," to legalize the transfer to Class A. Every exertion was made to carry that measure through the House of Assembly and the most complete exposition of the effect and intention of the Bill were afforded—but, as most of you are already aware—the bill was lost by a majority of one—the loss of this measure is in the opinion of your Directors to be attributed not so much to any arguments urged in the Debate by the opponents of the Bill as to the late period of the session when it was introduced, and the enormous reports which had been industriously circulated among the members of the Legislature as to the object and intention of the proposed transfer.

The unfortunate result of the application to the Legislature has of course been communicated to the Class A. Board and what their decision may now be, it is of course impossible to say—but, in the meantime your Directors consider it only just and equitable that the Company should at once take such measures as will relieve the English Shareholders as much as possible under the present distressing aspect of affairs—and afford such security as is in their power to give for the future.

—and for this purpose your Directors will submit and recommend for your adoption a Resolution to that intent.

The Directors have to inform you, that on being re-elected to office, they immediately directed Mr. Thompson, the Manager of the Company, to resume the duties of his office and instructed him, as possible, to effect arrangements for making the Road available to bring down the great quantity of stuff already got out, and which is dependent upon the Line for being brought to market.

Your Directors are happy to state, that he has succeeded in effecting an arrangement with Messrs. Brookfield & King by which the trains have commenced to run, and from which considerable benefit has already been derived. The line between the English and St. Andrews, required a great deal of repair; and your Directors have already exhausted the small amount of funds in their hands available for that purpose; beyond that section up to the N. W. Branch, considerable repairs are still necessary, which your Directors will give their immediate attention, and hope some means may be devised of raising the money for that purpose.

The following gentlemen were elected Directors:—

W. F. W. Owen, J. J. Robinson, Thos. Moses, G. D. Street, W. Whitlock, S. T. Gore, Richard Hyatt, John Farmer, Chas. Connell, J. W. Street, and W. Hatch, Esquires.

A fire took place at Smith's ship yard, at St. John, on Saturday last, by which a ship of 1900 tons on the stocks nearly ready for launching, and a saw mill were destroyed. The property was owned by Mr. J. Smith, whose loss is estimated at £15,000; the saw mill was insured for £500, but no insurance on the vessel or the ship timber which was destroyed. During the same day three or four small fires took place in the city—one of which burnt to the ground a building on Alma Street, owned by a Mr. Sullivan.

THE COURT OF NISI PRIUS.—The notice we took of this matter last week has caused the subject to be very generally discussed, and in many circles it has been the sole topic of conversation. Popular feeling here is decidedly in favour of a change, and some very strong arguments are used, and cogent reasons given, for its removal from the "Cathedral City." It is alleged that with the exception of the inhabitants of York, and perhaps a portion of those in one or two of the adjoining Counties, all the rest of the Province would be in favor of removing the seat of Government from its present position.

Day by day these feelings increase. We hear the desire for change expressed in all quarters, and the time will shortly arrive when very decided and vigorous steps will be taken to bring about the desired consummation. —*N. Brun.*

LUMBER.—Considerable activity prevails upon the line of Railroads between Longueuil and Portland, and between Richmond and Quebec among the lumbermen, and large quantities of timber, firewood, cobs, spars &c. have been got out. We notice on the Richmond road several thousand pieces of square Birch. The Britannia Mills are sending forth very considerable quantities of sawn stuff, mostly pine of superior quality. The St. Francis mills are preparing to open the campaign in strength. The proprietors have employed five hundred yoke of cattle all winter getting out logs and have on the banks of the St. Francis ready to drive with the flood, the finest as well as the largest lot of pine logs, ever taken to a mill in Canada. The number may be estimated by the fact that the

mill is calculated to cut a quarter of a million feet per day, and it takes a good lot of logs to average two hundred and fifty feet all round. The St. Francis Mills are allowed to be the most complete establishment of the kind on this continent. —*[Montreal Advertiser.]*

(From the New Brunswick.)

The European and North American Railway.
The last Courier states, that "nothing whatever has occurred to affect in any way the contract, nor was the payment of the interest on the Provincial Debentures delayed an hour." We state that matters have occurred which render it quite optional with Messrs. Peto & Co., to go on with the contract, or not, at their pleasure—and that the interest on the debentures, if paid when due, was paid on the indemnity of Messrs. Peto & Co. the authorities of this Province having failed to make the necessary arrangements.

In consequence of these difficulties, the Hon. Mr. Ritchie left on Thursday for England, to confer on the part of the Provincial Executive with Messrs. Peto & Co., and ascertain their intentions with reference to the further progress of the Shediac Line.

We repeat what we stated in our last, that Messrs. Peto & Co. have been grievously disappointed at the New Brunswick shareholders not having paid up a larger amount on their shares. The whole of the shareholders in this Province have paid up a little more than £1000; and none of the Directors have paid more than £25 each. The whole affair is therefore between the Contractors and the Government of the Province, who are the only real parties to the construction of the Railway. The Contractors regard the Company, as a "myth," and its directors as a mere shadow. The Railway is in fact, a Government work, carried on by Government Directors, and certain self-elected commissioners, who deem themselves qualified to control the expenditure of £800,000 and upwards, and interfere with the lands of their neighbours, from having paid the extravagant sum of £25 per man. The sooner this absurd state of things is ended, and the Railway openly carried on as a Government work, the better for the Country. We have good grounds for asserting, that Messrs. Peto & Co. will do nothing more, until satisfactory arrangements are made; and we hope Mr. Ritchie's visit may bring about a better and more substantial state of affairs.

Effect of the Maine Law in New York.

The following advertisement appears in a late number of the New York "Tribune." According to the Herald, the new Liquor Law threatens the ruin of interests involving twenty or thirty millions of dollars:—

"The subscriber is now enlarging and preparing for the manufacturing of liquors in general, after the Maine Liquor Law goes into operation. By furnishing the material, they can have it made into liquor, &c.; or I will sell them the material cheap, by wholesale or retail, and distill the same for them according to order.

"I am also making Patent Hydrostatic Portable Sills, for those who wish to manufacture for their own use, and will either let or sell them, and give instructions how to be used."

Railway Accident.

As the Town express train from Montreal was near Danville on its way to this city, about three o'clock on Tuesday afternoon, the luggage car suddenly became disconnected went off the track, and was thrown on its side. Besides the Mail conductor, Mr. Murphy, there were three gentlemen smoking in the bar at the time Messrs. Yields, M. P. P., Edward Sherwood, of Bytown, and Mr. Atkins, Mr. Sherwood received some severe contusions but is reported by Dr. Rowan to be not dangerously injured. The locomotive and the passenger cars did not go off the track. The arrival of the train, was in consequence of the accident, delayed till five o'clock yesterday morning. —*[Quebec Chronicle.]*

THE DEATH PENALTY IN WISCONSIN.—The House of Representatives of Wisconsin by a vote of 44 to 27 have restored the death penalty in that State. The Senate have yet to act upon the matter.

Louis Kossuth announces, by advertisement, that he has formed a permanent engagement with the London "Atlas," and solicits subscriptions for that weekly paper.

EMIGRATION.—The packet ship "Middleton," Delaney, master, arrived at the Quinlan station last Saturday, from Liverpool, with 110 passengers, thus classed:—steerage 31 male adults, 32 female adults, 18 boys and 17 girls under 14 years of age, and three infants. In the cabin, eight males and two females. This is the first passenger vessel of the season. Eleven of the passengers and one seaman have typhus fever; six of the cases are considered dangerous. Under the direction of the new Board of Health all the passengers were landed at Patridge Island on Sunday, and the ship came into port yesterday. One of the passengers, named Michael Dawson, aged 28 years, threw himself overboard and was drowned on the 17th inst., while in a state of delirium, arising from the fever.

No doubt every precaution will be taken by the new Board to prevent the introduction of this dangerous disease into the City. —*[New Brunswick.]*

Holloway's Ointment and Pills, astonishing Remedies for Scrofula.—Mr. Henry Judd, of Van Couver, was in a most glar-