...nies. It is certainly curious that, in spite of the little hold which the mere ordinances of their religion have retained on the vast majority of the French people, marriages by the civil authority alone should be so extremely rare. It may be that the legal ceremony is too *seche*—too prosaic for a people who are so given to display, and so fond of theatrical effect; but whether that be the cause or not, the fact is certain. Very few persons dispense with the benediction of Monsieur le Cure.

The day at last arrived, then, which was to make the woman of my choice legally mine, and in which, to use the Turkish phrase, my tormentor, the old mayor, would cease to be the immensity of dirt—to marry me in spite of his oft-reiterated phrase, 'On ne vous marie pas.' Punctually, at the hour appointed, we came all to the Maire, and in less than a time as it takes to tell it, we were married. Placing ourselves opposite Monsieur le Maire, at a table covered with green cloth, and accompanied by four witnesses and many relatives, we listened patiently to the copious clerk, while, with the usual legal drawl, he read over to us all the documents relating to the marriage. Then Monsieur le Maire, girding himself with the insignia of office, the tricolored scarf, reminded us, in solemn tones, of the respective rights and duties of married persons, and put to each of us the all-important question. Lastly, the 'Yes' being pronounced by the gentleman very distinctly, and by the lady, if not very distinctly, at least sufficiently so to shew that there was no mistake, Monsieur le Maire declared, 'in the name of the law,' that we were married.

The St. John Observer.

ST. JOHN, WEDNESDAY, OCT. 24, 1855.

THE WAR.

The news from Europe, received last week by the *Atlantic*, via New York, although not of an exciting or very specific nature, is yet eminently satisfactory, so far as it goes. It will be seen, by the extracts from English papers contained in our columns to day, that the Allied Commanders are fully aware of the importance and supremacy of their position, and are actively engaged in furthering every strategical operation, for taking full advantage of their late successes and their present commanding attitude. Gradually but surely they are hemming in Prince Gortschakoff's forces on every side, with a stern determination to give him a speedy choice of three finalities, viz. either to surrender at discretion, in view of his hopeless situation, or to accept of battle in the open field with a certainty of defeat, or to commence a stealthy retreat, with an almost equal certainty of being cut off *en route* by the surrounding hostile armies. In the event of his declining either of these desperate operations, his only resource will be, to remain cooped up in his present straitened position, with an impossibility of relief or even obtaining provision for the sustenance of his troops during winter, until the overpowering effects of the bombardment by the Allies from southern Sebastopol, and the inevitable stress of famine compel the unconditional surrender of his whole force. To one or other of these issues the late garrison of Sebastopol must shortly come, and we may well expect, in the course of another fortnight or three weeks, to receive the acceptable news, of further magnificent triumphs of the allied armies in the Crimea. We doubt not, we shall want more flags and fireworks for congratulatory demonstrations, before the ensuing winter is very old.

THE BELL TOWER.

At length the general design of this hybrid and amorphous structure has become sufficiently apparent, to assure us that, as long as it stands, it will be the laughing stock of every one who has the slightest acquaintance with architectural principles, or the smallest share of architectural taste. Can any one of our readers define the *order*, the *class* or the *style* of architecture to which it homogeneously belongs? On the contrary, its absurdidly mongrel composition is glaringly self-evident, and may thus be described. Commencing with a miserable attempt to imitate a Roman triumphal arch, the wings or laterally arches of which are ridiculously out of all proportion to the centre, (resembling two little penthouses built up against the towering main structure,) the anomaly unfortunately does not end there. On the top of the centre arch, (where *nothing* should be placed, save an appropriate group of statuary,) is improperly imposed a *campanile tower*, pierced with Roman arches; and to cap the climax of absurdity, the whole is crowned with a taudrily decorated Chinese or East Indian pagoda roof, wanting only gilt bells or flying dragons at the four corners to render it complete. Who shall say, that architectural taste is not eminently developed in this most modern public building of the City of Saint John. *Si Romanus venetis.*"

THE PUBLIC CLOCK.

The demolition of the old Tower of Trinity Church has deprived the City of the only public clock it has hitherto possessed. It is said, that the old clock is the property of the Church, and not of the city; and that its works are too much worn out, to allow of its erection in the new Tower of old Trinity. It is highly desirable, therefore, that measures should immediately be taken by the Corporation, to procure a new and suitable town clock at the public expense, and to erect it in a conspicuous and central situation. We have heard various suggestions on the subject; and we are at a loss to know why the highly respectable and old established firm of the Messrs. Hutchinson, which for so long a course of years has had the sole care and regulation of the old clock, and which possesses such peculiar facilities for the daily astronomical regulation of the mean time, should not be the party naturally applied to by our authorities, to advise on and manage the importation of a new Clock for the City. With regard to the proper position for a new clock, we at present offer only one opinion; viz. that the present position to place it in the hybrid *Bell Tower* is the most absurd that could have been made; unless the city be previously insured against all future *alarms* of fire; inasmuch as the vibration caused by the tolling of the great bell immediately above it, in so small and confined a structure, would inevitably ruin the best clock in the world, in an amazingly short space of time.

THE ANGLO AMERICAN MAGAZINE.—We have received by mail the *September* Number of this excellent and justly popular periodical. Its contents are fully worthy of the established reputation of this patriotic Magazine, and we cordially recommend it to provincial patronage.

From Mr. T. B. Peterson, of Philadelphia, the Publisher, we have received copies of the following highly popular and interesting reprints, all of them neatly printed and published at the low price of 75 cts each.

1. THE SEVEN POOR TRAVELLERS, in Eight Chapters.—By CHARLES DICKENS.
2. THE SCHOOL BOY; and other Stories by the Christmas Fire.—By CHARLES DICKENS.
3. THE YELLOW MASK; in Twelve Chapters.—From DICKENS' *Household Words*.
4. CALDERON THE COURTIER.—By SIR. E. L. BULWER.

The above are all printed uniformly, in one thin octavo Volume each, and are on sale by Mr. B. O'Brien, King Street.

THE NEW YORK JOURNAL for November has reached us through Mr. B. O'Brien. It is well filled as ever, with excellent literary matter and numerous admirable engravings. This interesting periodical is well deserving of general patronage.

On Saturday there was a protracted meeting of the Railway Directors, some of the members of the Government having come to town to attend it. We have not learned exactly what the result of their deliberations was, or whether they agreed upon any scheme. The difficulties in their way are many and there is necessarily much variety of opinion; but as it is absolutely necessary that something must be done, we trust that they may be able in due season to agree upon what is at once best and most feasible.

Report says, and we believe truly, that a deputation to England to make terms with the contractors for the surrender of the works was determined upon, and that the Hon. John Robertson was appointed to act on behalf of the company as delegate and plenipotentiary, and it is also said that the Attorney General is to be empowered by the Executive to act in the same capacity on behalf of the Province. There could have been little doubt that an arrangement with the contractors was a necessary preliminary to any scheme based upon the principle that Railways are to be built by the Government. If the Contractors see that they will build the road within the stipulated time, we believe still that it would be long before the Province lets out the work, but we do not think it possible that they will.

[illegible] matter will so far be settled, and when possibly several appointments will be made and other business transacted.—*Courier.*

Colonial.

FIRE.—About six o'clock on Monday evening the wooden boiler buildings covering McGrath, Harding & Co's oil works at Spurr's Cove, opposite Indian Town, were entirely destroyed by fire—the damage done being chiefly confined to the steel of the boilers.

The main body of the works, including retorts, stills, the brick work in which these are placed, engine and boiler, condensing coils, (except the wood water cisterns about the latter, and other apparatus, have received but little injury. Two long ranges, consisting of 47 large beef tanks, all lined with lead, some of which were filled with oil, remain entire, with the oil thereon preserved.

These works have been in course of construction since August, 1854, and were but just completed at a cost of upwards of £20,000. The damage done is estimated not to exceed £5000, and it is stated that had the building been of brick or stone it would not have been £50.

Fire was originated by the light of a candle being brought too near an aperture in a round wood tank, closed at both ends, which had but a few minutes before been discharged of its contents of oil and acid. Tacks having been agitated previously together in the tank, had as usual become warm, and the tank being still warm within, there was at the time an escape of vapour from the aperture of the empty tank, which ignited, and the flames entering it, caused for a few seconds a rumbling noise and burst one of the heads out, seriously injuring one of five workmen, who were standing immediately before it at the moment. The tank being close to the side of the wood-framed building, the flames spreading throughout the whole, and it was soon burnt to the ground. The property was not insured.

We may here mention that there is no truth in the rumour which was current yesterday that the Commercial Bank would lose £25,000 by this accident, as will be seen by the above account of the damage sustained.—*Courier.*

FATAL ACCIDENT.—We learn from the Halifax Chronicle that a man named Harry Cross, aged 10 years, fell into one of the vats of Wilson's distillery in that city, on Thursday evening last. He was immediately rescued and sent to the Asylum, but died early next morning. A Coroner's Inquest was held, and a Verdict of Accidental Death returned.

LUNAR ECLIPSE.—There will be a total eclips of the moon to-morrow (Thursday) morning, commencing at 1 o'clock. From 2 till half-past 2 o'clock the luminary will be completely obscure. The eclipse will be visible in the greater part of North America, and will end at 4 o'clock and 31m.—*Morning News.*

FORGERY.—A few days ago, some very accomplished gentleman, with all the *sang froid* of a Jack Sheppard, stepped into the St. Stephen Bank, and presented to the Cashier, a check drawn on G. D. King, Esq. of Calais, for $951 50c., which was cashed, and was only after the gent had been absent long enough to be out of "harm's way" that the fraud was detected.—*St. Stephen's Patriot.*

STEAMERS.—The late rains having raised the river the Steamers have commenced their Fall trips. The J. D. Pierce arrived here on Tuesday evening, proceeded next morning to Grand Falls, and returned yesterday to Fredericton. The Bonnie Doon arrived on Wednesday, the Rein Deer on Thursday, and the Richmond on Friday.—all have proceeded up river.—*Carleton Sentinal.*

The Packet Ship "Liberia," after a fine voyage of 26 days, arrived on Sunday, bringing about 50 steerage and several cabin passengers. As usual, all were in good health.

United States.

From the Columbia South Carolinian.

A Family Poisoned.

A very distressing incident occurred on the 6th instant, in the family of the Rev. Dr. Leiaby of this city, involving almost the entire household in the most imminent peril of a violent death, from which they were rescued by a Providential interference almost miraculous. The circumstances of this appalling event were briefly those: Towards sundown one of the ladies was preparing with her own hands some biscuit for tea, and by mistake she mingled with the flour a fatal quantity of arsenic, which had been procured and prepared for the destruction of rats without her knowledge. The quantity used was probably two teaspoonful, sufficient to have killed twenty strong men.

This poisoned food was eaten in greater or less amount by Mrs. L., her two daughters and a grand daughter, also by several servants. The immediate effect was violent pain and nausea. One hour, however, passed before the cause was discovered. As soon as the horrible fact was known Drs. Fort and Caine were in prompt attendance, and adopted the most energetic measures to relief and relief. The deadly substance was soon ejected from the stomachs of all in a short time, according to the case of Mrs. L., who was subjected to a succession of most violent emetics for two or six hours, before the fatal substance was thrown up. And when ejected it was a black, foetid mass, evincing the most deadly character. When the others recovered in this enforced by very soon from it, the mother being under ed more severe and protracted pain was extremely prostrated, and has not yet obtained entire relief, though she is decidedly convalescent.

This painful event is made painfully far several good and sufficient reasons. One is that the medical friends of the family in all portions of the United States may have authentic information, as to the real facts of the case, and may be guarded against false and exaggerated reports. Another motive for publication, is to afford a warning to all families, to exclude from the air hopes this terrible agent of death. Its presence produces a fearful possibility of hurrying a whole family to the grave.

Another reason is, to call the attention of the Faculty to the causes, why this deadly poison could remain in the stomach for several hours, without fatal results, after one tenth of the quantity taken in liquid, would have been almost instantly fatal.

A final, and perhaps the strongest, inducement for this statement, is to effectually prevent all suspicion or injurious reports as to any agency of servants in this deplorable affair. The sad mistake was made by one of the daughters of the family, and the poison obtained by her mother without her knowledge. A part of the servants partook of the biscuit, and suffered like the whites. And these servants who did not eat the deadly food, evinced the most severe distress on the occasion, and voluntarily spent a sleepless night in vain attempts to give relief. It should be added that Dr. L. himself was saved from a personal participation in the peril, by his absence from home, to supply the pulpit of the Church in Winnsboro. So we have a pleased God that this terrible calamity should fall upon a household composed exclusively of friends.

In conclusion, Dr. L. earnestly and affectionately invites his relations, friends and brethren in the Ministry in the South, North and West to unite with him in humble and devout gratitude and thanksgiving to Almighty God for so gracious and signal a deliverance from a calamity so utterly overwhelming.

COLUMBIA, S. C., Oct. 10, 1855.

THE SEA MARINE TELEGRAPH.—Since the disastrous termination of the recent attempt to lay down a submarine telegraph wire between Cape Breton and the coast of New Foundland, (made in the latter part of August,) the impression has been prevailed that the project was abandoned. So far from this, the gentlemen engaged in the enterprise are sanguine of success, and only a wait the return of another steamer to commence operations, as the months of June and July are the only ones when the wire can be laid with safety. In the meantime, a settlement will be made with the London insurance companies respecting the lost wire, which will be either restored or its loss compensated for. As to the ultimate recovery of the wire, there is said to be no question, as one end remains fast to the New-foundland shore, and with the aid of an Indian rubber chamical apparatus it may be drawn up. Its entire length is 14 miles, and it weighs 140 tons.

The land portion of the line, extended from Cape Ray to St. Johns, a distance of 130 miles, is very near completion, so that the new steamer from that direction is expected to bring intelligence that it is done.

The telegraph company expect to meet the absolute loss from their recent misfortune, except as point of time. The present year, however, was expected to be an important one, financially, on account of the value of European intelligence, and the large revenue it might have afforded.—*N. Y. Journal of Commerce.*

THE SITE OF ANCIENT LONDON.—When Sir Christopher Wren began to build the new St. Paul's, in digging for a foundation, he came to a layer of Saxon graves lined with chalk, some in stone coffins; and at some distance below, the bodies of the British, only lapped in wooden shrouds, fastened with pieces of hard wood, most probably box-wood. In the same row, yet deeper, (this was eighteen feet and more) were the ashes of the Romans in urns—Britons and Romans together—the conquerors and conquered, both vanquished. Lower than those graves stood the foundation of old St. Paul's, resting on very close pot earth; and still lower, nothing but dry sand—sometimes mixed unequally, but mostly so loose that it would pass through the fingers; then water and sand mixed with periwinkles and other sea-shells—this was about the level of low water-mark. The gradual rise of the site of London by the formation of shoals &c., will be readily understood by the above account. It grew by natural causes, and at the time of the arrival of the Romans, was probably a rude British stronghold, defended by earthworks, and backed by thick woods towards the north, and surrounded on other sides by an immense extent of water, and which the present course of the Thames could scarcely be defined.—*The Builder.*

As we some time since predicted, and as we have always hoped, the crops generally, throughout the State, have turned out well. The hay crop came first, and notwithstanding the severe winter, it proved to be nearly or quite an average yield. Potatoes have proved of a quality for superior to anything we have raised for years, and the rot has affected them but very little; indeed, so far as our experience goes, they are almost entirely free from it. The yeild was good; and the potatoes fair. The grain crops also yielded well, although the corn crop in some places, having been kept back by the cold weather of the spring, was somewhat injured by the early frost. Beans, this season, has yielded remarkably well, but we hear they have been considerably injured by the recent rain, in places where they had been suffered to stay in the ground, to get the benefit of the warm weather. We hope the reports may prove to be exaggerated. The fruit crop is a good one—not large, but full average.—*State of Maine Farmer.*

EXPLOSION.—A terrible gas explosion occurred in the house of F. D. Sewall, Esq., on Monday morning. A boy was searching in one of the front chambers of the house, for a leakage in the pipes with a light, when the gas which had collected between the partitions, suddenly caught and exploded with a loud report.—The boy was thrown across the room but was injured no further than by being stunned for a moment.—Mrs. Sewall, who was at the door, but luckily had not entered the room, was likewise stunned by the explosion may be formed from the fact that the heavy furniture of the room was thrown about in great confusion. The inner ceiling was thrown out into the room, the plastering in the parlors and front chambers was shaken down, and the concussion was so great as even to start the piazza off an inch or two from the front part of the house. This is the first gas explosion which has occurred in any building in Bath, and ought to be the last.—*Bath Mer. Tribune, Oct. 16.*

YANKEE POWDER IN THE CRIMEA.—The New York *Times* says:—"Now that the transaction is of the past, and Sebastopol has fallen, by the combined means of French and English valor, *and Yankee Powder*, we presume we violate no confidence in stating from well authenticated rumor, that two or three thousand tuns of American made powder from the most approved mills of Delaware and Connecticut, have been shipped from this port to the order of British official agents, to the Crimea. The Russian government may be somewhat surprised at the magnitude of the supply, but will scarcely make it the ground of diplomatic remonstrance, knowing that partial shipments of the same sort were made to Antwerp or Hamburg, to be sent overland, through Germany, for Russian use."

In addition to the above, we may state that the bark J. H. Duvell sailed from Boston 10th inst., with 465 barrels rosin, 250 barrels flour, 5000 kegs gunpowder, &c. &c., probably destined to be used in the war in the East. The barque is bound for Smyrna.—*State of Maine.*

SEIZURE OF A VESSEL SUPPOSED TO BE A RUSSIAN.—In consequence of information received by Hon. John McKeon, United States District Attorney, Deputy Marshal Horton, was authorized to go on board a ship called the Mary-Ann, lying at her wharf in New York, and take possession of her, together with her cargo and papers, on suspicion of her having arms and ammunition on board for the Russian government. Mr. Horton executed his process, and found, under a quantity of cotton, twelve large cannon, a quantity of powder and other ammunition, together with a number of muskets. It is rumored that this craft was to have cruised under false colors in the Atlantic, for the purpose of capturing British and French vessels proceeding to Europe with valuable cargoes from the United States.

The cruize was made, it is said, on complaint of the British Consul, who alleged that her owners were about to neither to the Russian government for the purpose of intercepting and capturing the Cunard steamers.—*Boston Atlas.*

VALUE OF EDUCATION. TRUE TO NATURE.—The author of an article in a late number of *Chambers' Journal*, description of life in Australia, thus describes his visit to an editor in Sydney:—At my first call, I came to the palace, the upper round floor occupied for the printing office. On the first door, among other advertisement, I found a tablet, informing visitors, that the editor cannot be spoken with unless paid for his valuable time; accordingly everybody without exception is advised to buy a ticket of admission at the door of the waiting room—one hour costing 10s., half an hour 6s.; fifteen minutes, 3s. Such were the contents of this singular price current on time.

TUNNEL UNDER THE NIAGARA RIVER.—A project has been started in Buffalo to construct a tunnel under the Niagara river. A correspondence between Ely Cook, the Mayor of Buffalo, and Mr. William Wallace, an engineer, on the subject, is published in the Buffalo Courier. Mr. Wallace says "that the project is entirely feasible, is a settled question, and you will see by the accompanying estimate, that the amount of capital required is comparatively small." Mr. Wallace estimates the cost of the tunnel under the river $359,231; tunnel under part of the city $91,[illegible]; railway through the city $100,000. Total $[illegible].

British & Foreign.

PEREKOP AND NIKOLAIEFF.

From the London Times, Sept. 7.

THE CZAR'S VISIT TO THE CRIMEA.

For the first time since his sudden accession the Czar is now traversing his vast and silent empire to the neighborhood of his great reverses. He is about to enter that region of his dominions which nature has most highly favored, and which is one of the granaries of the world. Although he will not penetrate into the Crimea to gaze from afar on the battle fields of past months, and the ruined city, which is now in the hands of his enemies, he will not the less become acquainted with the horrors of war. What is the state of the rich provinces which his ancestors have wrested from the Porte, of the cities which received the produce of the south, and accumulated the wealth which has been so lavishly spent on armies and fortresses? Almost from the latitude of Moscow he will begin to perceive the desolation of the land. Empty stalls and unsown fields will mark even the circumference of the great area which has been drained for war. As he advances he will look on every side over boundless plains, from which not only carts and oxen, corn and forage have been swept, but where men are scarce and the serfs abandoned family is toiling on a patch of ground, while its head is far off, driving his own wagon, laden with his own produce to supply the insatiable wants of a vast army. The Czars of Russia have never been indifferent to the material prosperity of their land, for they have seen in it the only basis of future conquest. In these days the peasant and the trader are necessary to the soldier's maintenance, and the resistance of Sebastopol itself was only made possible by the developement which Southern Russia, in spite of fiscal restrictions, had received by commerce during a long reign of peace. The Emperor Alexander may then well look with dismay on the exhaustion which will weaken his armies and hamper his policy for many a year, and reflect that the greatest ruin is not at Sebastopol. The desolation will deepen until the imperial equipage is within the ramparts of Nicholaieff; but vain and shallow must the sovereign be whom the sight of the strongest and best stored arsenal could console for withered prosperity and a decimated people.

The defence of his second naval stronghold in the south will probably now receive the Czar's full attention; and, indeed, its danger, is sufficient to shut out all other thoughts. But, if he has time to reflect on the past, he may learn much from the teachings of the present war, made more forcible to him by the scenes through which he has passed. It is now little more than two years since his father, in defiance of right, occupied a province of a despised opponent. Nicholas neither asked for nor expected war. He was, in one sense, unprepared for it, for though his armies were always numerous and his fortresses filled with stores, *he would never have entered on a struggle with united Europe without complete and special preparations.* He had so long been an arbiter to sovereigns that he could not conceive an independent opinion among them, much less armed opposition to his power. England he thought too busy, France too distracted, for war; that they should unite as allies and enforce a common object was an idea that history seemed to banish. The Autocrat thought to attain his end, as he had often succeeded before, by a haughty demonstration of power, supporting a diplomacy by turns menacing and subtle. His arrogance, however, had roused Europe more than his aims themselves. He had before cowed the Principalities, but not before avowedly as a conqueror; and it was long since the world had seen an invasion without even the decency of a pretext. It was now necessary to withstand Europe in war; for, if he receded, there was no longer a Czar and a Russia in Europe. The spell would be broken which enchanted princes and people along so many thousand miles of frontier. He took his course with boldness, relying on the weakness of his nearest enemy, and hoping to crush the Ottoman armies before more powerful antagonists could arrive. How this hope was frustrated is now written in imperishable records.

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If on the Danube and in the Crimea the fortune of war has been against the Czar, the campaigns in Asia can afford him but little consolation. It is difficult to say which most to be the more mortifying, the magnitude of his disasters or the pettiness of his successes. The great hosts in men and the facilities for future warfare which are involved in his defeat by the allies must be made more bitter by the prospect that the force which he sent to Asia to counterbalance by its victories the reverses of Europe has for months been engaged in effective hostilities against the remains of last year's beaten army, reinforced by only a few hasty levies, neglected by the Ministers of the Porte and almost forgotten by England and France.

We are well aware of the obstinacy of the Russian character, and that in the imperial family there is at least one member who has all the ambition of Peter or Nicholas, combined with all the passions that animate the ignorance of the priests and the fanaticism of the people. The Russians, too, may be said to care little about defeat, which, from its constant recurrence, they look upon as a necessary accompaniment of all their wars. But, while it seems likely that the successor of Nicholas will continue the contest that his father began, Europe need not fear that hereditary policy will prevail through any weakness on our part. Russia's involuntary entrance into a desperate conflict, and the calamities so far since suffered, are in no small degree due to the late Czar's imperfect conception of the extent changes which had taken place in Europe. *He thought he had merely to deal with statesmen, and that had been the case he might have been successful; but it proved that the people on this great occasion was his own Prime Minister.* He thought there must ever be two adverse Powers in Western Europe, and two adverse parties in the British Parliament. How such expectations have been deceived may be a lesson to his son not to trust a policy because it was successful in times from which our own differ so much. If he will now recede from a desperate contest and give guarantees to Europe, he may live to reign respected and lead his empire into a new path of greatness.

NIKOLAIEFF.—To visit which the Emperor Alexander II. left St. Petersburg, and where he probably now is, has, since the spring, been the *locale* of a camp of reserve for Prince Gortschakoff's army in the Crimea. In May last it was commonly said that there were 60,000 troops there. For some time this camp has not been much spoken of, but the place has again been brought into notice by a statement in which undue prominence has been given, and which could only have been penned in the remote interior of Central Germany, viz.: that the Russian government had resolved to make Nikolaieff replace Sebastopol. About two months ago, when the operations of the Allies in the Sea of Azoff were exciting expectations of further naval exploits in the East, the well-known importance of Nikolaieff—the cradle of the Black Sea navy—pointed it out at once as a desirable object of attack. The chief question to be considered was, whether its arsenals and dockyards were not equally secured from naval aggression by the shallowness of the river in which they are situated, and which has so little depth of water that the Russian ships built at Nicolaieff can only reach the sea by the aid of floating machines. This fact must be entirely overlooked when it is said that Nikolaieff is to become "a second Sebastopol," a phrase which can mean nothing unless that port is to afford shelter to a Russian fleet, and serve as the basis of naval operation in time of war. The suggested removal of the establishment at Nikolaieff to some point nearer to or within the Liman of the Dnieper, since it would bring them nearer to the enemy, would be a measure in opposition to the principles by which the naval authorities of Russia have governed their conduct throughout the war.

The Rev. C. H. Spurgeon, Baptist minister, and one of the youngest preachers in London, is said to be gifted with the most extraordinary eloquence, nothing like him having been since the days of Whitefield, and, like that celebrated itinerant, has a voice of most powerful and bell-like character, capable of reaching the ears of ten thousand at one time.

MARRIED.

On Tuesday morning, by the Rev. John Cassidy, A. G., Mr. John Boyle, Electric Telegraph Operator, to Susan, third daughter of John Dougherty, Esq., all of this city.

On the 20th inst., by the Rev. W. J. Cando, Mr. Samuel H. Armstrong, to Miss Margaret Gibby.

On the 23d inst., by the same, Mr. Joseph Irvin, to Miss Sarah Ann Gregg, all of this city.

On the 11th inst., by the Rev. James Baird, Mr. Joseph Hamilton, to Miss Sarah Logan, both of Carleton.

We learn from Chatham, Northumberland, that on the 10th inst., by the Rev. John McMurray, Rector, John L. Cameron, Esq., Merchant, to Susan, daughter of A. J. Wetmore, Esq., all of Chatham.

At St. Andrews, on the 4th inst., by the Rev. Wm. Henderson, Mr. Mr. Mr. Jesse Harding, Merchant, to Sarah Jane, only daughter of John Fraser, Esq.

At Fredericton, on the 14th inst., by the Rev. J. M. Brooke, D. D., John McInnes, Esq., to Rachel Jane, only daughter of William McDonald, Esq., all of that city.

DIED.

On Monday morning, after a lingering illness, Mr. David Armstrong, a native of Ireland, and for the last thirty-six years a resident of this Province, in the 66d year of his age, leaving a large family to mourn their loss.

At the Kennebecasis, on the 20th inst., Henry White, aged eleven years and seven months, son of Mr. John White, ship builder.

At Cornwallis, N. S., on the 5th ult., Elizabeth, wife of Mr. Arnold Stevens, and eldest daughter of Mr. Simeon Outhouse, aged 30 years, leaving a husband and two children to mourn their loss.

At Richibucto, on the 14th inst., Mr. James Wheton, of that place, Merchant, in the 41st year of his age—deservedly regretted by a numerous circle of friends.

At Fredericton, on the 14th inst., Mr. William Cameron, in the 80th year of his age, leaving behind him a widow and seven children to lament the loss of an affectionate husband and parent, and an extensive circle of attached friends who will not soon forget him.

At Digby, on the 8th inst., Roger Viets, third son of Mr. Isaac T. Gbeadham, aged two years and eleven months.

OBSERVER SHIPPING JOURNAL.

PORT OF SAINT JOHN.—ARRIVED.

THURSDAY—Barque Rectitude, Duncan, Dundee, 16—Cudlip & Snider, coals.

Schr. Melbourne, Norris, New York—Geo. A. Lockhart, flour, tea, &c.

FRIDAY—Ship Themis, Curane, Halifax, 2—Geo. Thomas, coals, iron, &c.

Brig Pomona, Cameron, Alloa, 17—Cudlip & Snider, coals.

Brig Clarke, Rumney, Philadelphia—Raymond & Smith, coals.

Brigt. Robert Reed, Johnston, Alexandria, 9—J. V. Troop, flour, &c.

Schr. Granville, Greenwood, Sydney—Cudlip & Snider, coals.

CATCHAY—Barque Indian Queen, Troop, Newcastle, 21—J. Allison, coals.

Three masted Schooner William Hyde, Barnes, New York, 5—W. Woods, flour, &c.

Brigt. Crescent, Burns, Yarmouth, Chas. McLauchlan, ballast.

Schr. Wilmington, Armstrong, New York, 6—Stewart & McLean, flour.

A. Sawyer, Hackill, Philadelphia—Hall & Fairweather, flour.

Frank, Kilpatrick, Saco, Me.—(Bound to Harvey), and put in here for a harbour.

SUNDAY—Packet ship Liberia, Lovett, Liverpool, 26—J. & R. Reed, general cargo.

Schr. Comet, Sullivan, Boston—Master, ballast.

William, Fitzgerald, Boston, 5—order, assorted cargo.

MONDAY—S. A. Alice Rodgers, Layfield, Malaga—W. H. Harrison & Co., dried fruit and oil.

Mutual, Diamond, Mariner, Alloa, McLauchlan, sugar and oil.

TUESDAY—Brigt. Ann Lord, Mc—, New York, 6—L. Allison, flour, &c.

CLEARED.

Oct. 18th—Ship John Harbour, Marshall, Liverpool, timber and deals—J. & R. Reed; barque Agenoria, Donaldson, Dublin, timber and deals—R. Rankin & Co.; schr. Tasmania, Evans, Boston, boards—Cushing & Co.

19th—Barque Victoria, Campbell, Leith, deals—H. Cunard; schr. Garland, Cook, Boston, boards—Pollard & Co.

20th—Barque Peri, Douglas, New York, gypsum—Master; brig Chanzy, Wilson, Dresden, deals—R. Rankin & Co.; schr. Batavia, Appleton, Boston, boards—Pollard and Co.

21—Brig Elizabeth, White, Newcastle, timber and deals—R. Rankin and Co.; brigts. Brenn, Robinson, Boston, sheeting Lightning, Elder, Providence, cards—Geo. Eaton; schr. Eagle, Anthony, Boston, boards.

Barque Indian Queen, reported on Saturday, reports having left the ship Mariner in Lat. 44 on the parallel sixty miles E. S. E. from Sambro, Captain Stockwell at anchor. Washington, Lat. 44 55, Lon. 63 [illegible]. The L. H. sailed in company with bark Rectitude, of Dundee.

The ship Herald, from Bathurst, for Liverpool, is ashore at Bear Cove, P. E. Island, and could not be got off on the 13th. A survey was to be held on the 16th. The Herald is owned by Mr. H. McCullough, and is insured in this City.

Commercial Bank of New Brunswick.

Saint John, October 16th, 1855.

A DIVIDEND OF THREE AND A HALF PER CENT. on the Capital Stock of this Bank, for the half year ending 13th inst., will be paid to the Shareholders on or after the 13th proximo.

By order of the Board,
G. P. SANCTON, *Cashier.*

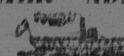
Bank of New Brunswick,

ST. JOHN OCTOBER 23D, 1855.

A DIVIDEND OF FIVE PER CENT. on the Capital Stock, for the half year ending 30th Sept. ult., will be paid to the Stockholders on or after the 20th inst. By Order of the Board,

[Courier.] R. WHITESIDE, *Cashier.*

STEAMER "ADMIRAL."



CHANGE OF HOURS.

LEAVING

SAINT JOHN AND PORTLAND.

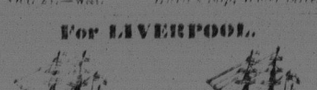
IN consequence of the change made with the Cars leaving Boston and Portland, on and after MONDAY next, the 22d October, the Steamer "*Admiral*" will leave ST. JOHN for EASTPORT, PORTLAND, BOSTON, &c., on MONDAY and THURSDAY mornings, at 9 o'clock, (instead of 8 o'clock,) arriving in time for the first Cars for BOSTON, MONTREAL, and QUEBEC. Returning—leave Portland on TUESDAY and FRIDAY evenings, at 8 o'clock, (instead of 5 o'clock.) The safety and comfort of this Boat is well known by the travelling public, and although not as regular as the rising and setting of the sun, she is always up to time.

State Rooms warranted perfectly Water Tight, can be secured on application at the Office of

GEO. THOMAS, AGENT.

Oct. 24.—w3d. *Lewis's Ship, Water Street.*

For LIVERPOOL.



THE PACKET SHIP WILL SAIL AS UNDER.

JOSEPH TARBATT,
CAPT. GRAY,

on or about 25th of October.

For Passage, having excellent accommodations, apply to J. & R. REED.

Oct. 24.

COALS.—300 chaldrons good House COALS, landing ex "Rectitude," for sale at 25s. each.

Oct. 24. CUDLIP & SNIDER.

DRUGS, MEDICINES, AND PERFUMERY.

THE Subscriber has received by the ship "Achilles," from London, a fresh supply of DRUGS, MEDICINES, *Patent Medicines*, PERFUMERY, &c.

Lazenby's superior PICKLES and SAUCES;
Scotch ORANGE MARMALADE;
Worcestershire SAUCE, Essence Oysters, &c
Holloway's PILLS and OINTMENT,
Hair, cloth, tooth, and nail BRUSHES;
Cleaver's celebrated Honey SOAP;
Hannay's RONDELETIA;
Brandram's No. 1 White LEAD;
Black, Blue, Green, and Yellow PAINTS;
Red and Yellow Ochres; Venetian Red;
Red Lead; GLUE; Lamp Black, &c. &c.

Also by recent arrivals from the United States:—
BURNING FLUID, *superior quality*;
Spirits of TURPENTINE;
Extract of Logwood, &c. &c., with a general assortment of all the popular Patent MEDICINES of the day.—For sale on reasonable terms by

THOMAS M. REED,
Oct. 24. Corner North Wharf and Dock st.

Crushed Sugar and Beans.

NOW LANDING—Barrels Crushed SUGAR;
Barrels White BEANS.

and hourly expected—

Barrels of ONIONS; barrels beded BARLEY;
Barrels Coppers; kegs Hogs LARD;
Bags of FEATHERS. For sale by

JOHN KINNEAR,
oct. 24. Prince Wm. Street.

Flour and Corn Meal.

NOW LANDING—500 barrels Alexandria Superfine FLOUR, per "Robert Reid;"
150 barrels New-York do., per *Susan E.*;
100 do. Philadelphia do., } per *A. Sawyer.*
237 do. do. Corn Meal, }
For sale by [Oct. 24.] J. & R. REED.

Taylor's Premium Starch Polish.

FOR giving a beautiful clear finish to Linen, and preventing the Iron from sticking or spotting the same.—Just received and for sale in bottles at 1s. 3d. by THOMAS M. REED,

Oct. 24. No. 1 North Wharf.

Anthracite House Coals.

NOW LANDING ex "R. B. Clarke," from Philadelphia:—50 tons best Egg Red Ash House COALS.

Oct. 24. CUDLIP & SNIDER.

WALLSEND COALS.

120 CHALDS. very best selected Wallsend House COALS, landing ex *Queen Victoria*, from Sunderland.

Oct. 24. CUDLIP & SNIDER.

EXTRA FLOUR, &c.

90 BARRELS extra Flour, selected expressly for family use, landing ex *Melbourne*, from New York.

Also, a large assortment of HAY CUTTERS, ex *Franklin*, from Boston. For sale by

Oct. 24. JARDINE & CO.

MANTEL-PIECES.

THE Subscriber would wish to inform those who are building houses or repairing old ones, and are desirous of having a very neat and handsome MANTEL-PIECE, with Grate Front to match, that he has on hand a very choice assortment of Penshan Marble and Enamelled Iron Mantel-Pieces, with a large number of Grate Fronts of the latest designs and patterns, all of which he offers at as low a price as can be had in Boston or New-York. E. STEPHEN.

Oct. 24. Stone Warehouse, Water-st.

BRIGHT SUGAR.

101 HDS. Bright Porto Rico SUGAR, landing ex *Meteor*, from Halifax.

Oct. 24. CUDLIP & SNIDER.

Extra No. 1 HERRINGS.

LANDING this day, at North side South Wharf, ex Schr. *Mariner*, from Prospect, N. S.:—70 Barrels No. 1 HERRING.

Oct. 24. THOMAS HANFORD.

New BUTTER.

50 FIRKINS Prime BUTTER, just received and for sale by

Oct. 24. JARDINE & CO.

Crushed Sugar, Golden Syrup, &c.

Landing from Liverpool ex *Liberia*:—

51 HDS. Crushed Sugar;
3 do. Golden Syrup; 1 do. *Washing Soda*;
15 boxes blue Starch;
Packages Cream Tartar, Ground GINGER, Patent Starch, Prepared Cocoa, Scrubbing Brushes, &c. For sale by

Oct. 24. JARDINE & CO.

NEW BOOKS.—Frank Leslie's New-York Journal, for November, price 10d.;
The Yellow Mask, by Chas. Dickens, 6d.;
Calderon the Courtier, by Sir E. L. Bulwer;
Father Clement, a true and touching Story, by Grace Kennedy;
Fresh Fruits and Vegetables all the year round, and how to obtain them.

A great variety of Annuals, Albums, and Gift Books, for 1856, daily expected from Philadelphia.

Oct. 24. B. O'BRIEN.

THE GREAT ENTERPRISE OF THE AGE.—A new American Illustrated Paper, superior to the London News. Shortly will be issued No. 1 of Frank Leslie's Illustrated Newspaper. To be published weekly. Single copies supplied by the Subscriber. See future advertisement. (oct. 24) B. O'BRIEN.

FLOUR, RICE, &c.—Landing this day ex the schr. Humming Bird, from New-York—
200 barrels Extra quality Superfine FLOUR;
10 half tierces new RICE. For sale low from the vessel.

oct.