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# The Standard.

## OR RAILWAY AND COMMERCIAL RECORD.

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### LAW RESPECTING NEWSPAPERS.

Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions. If subscribers order the discontinuance of their papers, the publisher may continue to send them till all arrearages are paid. If subscribers neglect or refuse to take their papers from the office to which they are directed, they are held responsible till they have settled their Bill, and ordered their papers to be discontinued. If subscribers remove to other places without informing the publisher, and the paper is sent to the former direction, they are held responsible.

### From late English Papers.

#### PROGRESS OF THE SIEGE.

The siege of Sebastopol was progressing, and the Allies apparently gaining ground. Numerous reinforcements were constantly reaching the Allies.

The French received 80,000 men, near Constantinople, was expected to be sent to Balaklava. The Russian official accounts are to the effect that, on the 24th of April, the damage sustained as of little account, and rapidly repaired.

The loss sustained by the garrison from the 11th to the 15th of April, is set down at 7 subalterns and 435 men killed; and 6 subalterns and 334 subaltern officers and 1899 men were wounded.

The English capture of the first Russian prisoner on the night of the 15th, after a desperate encounter, in which Col. Graham Egan, the field officer in command, was killed. On the 24th an attack on the 24th of April was made, and it was almost immediately abandoned.

According to the statements of two Polish deserters, there are 100,000 Russian troops in the vicinity of Sebastopol, 60,000 of whom have arrived at Sebastopol.

The forts on the north side of the harbour of Sebastopol had taken part in the cannonade, carrying their shot clear over the town into the hands of the Allies.

During the first week of the bombardment the English shells fired about 2,200 tons of shot and 500 tons of powder, so that the total consumption of the week amounted to probably 6,000 tons shot and 1,500 tons powder. The siege between London and the Crimea was perfect, except a small portion across the Danube.

Despatches reached the British Government in a few hours, but were not generally communicated to the public, although nightly questions were asked in Parliament as to the news. The Ministers declared that they would reserve full discretion in the publication of the news.

The various negotiations are at an end. Lord John Russell had appeared in his seat in Parliament.

Despatches had returned to Paris. Lord John Russell stated the substance of the negotiations, and intimated that the proposals would be submitted to Parliament.

The following are the latest despatches from the seat of war:—A sharp engagement took place on the night of May 1, in front of the left attack. The whole of the Russian pits were taken; also, eight or nine and 200 prisoners. The whole affair was but lost for the Allies.

Paris, May 14.—It is reported to-day that on the 24th the besiegers in possession of some very important Russian works of considerable importance.

After a series of engagements on the 34th the Russians attempted to make the position, but it remains in the hands of the Allies.

On May 21—Lord Stratford de Redcliffe has returned to Constantinople. Mr. Palmerston has returned from exile.

Commodore speaks to his troops of immediate departure.

On May 22nd, the Allies have received to repair the guns before Sebastopol.

May 24.—On Wednesday night, the French under Pélissier, attacked the advanced works of the Quarantine position, and carried them from the point of the bayonet, taking 12 mortars from the Russians, and establishing themselves in the conquered position.

The following night the Russians made a sortie to regain the position, and after a sanguinary encounter were driven back.

The English fleet had 14 ships, and the French fleet were about to sail from Cherbourg.

The King of Prussia was ill of fever. Russia.—The inscription of the Uraline Russians, had extended to three other governments. Landed proprietors had been executed at St. Petersburg.

Every article of consumption was at famine prices. A few cases of cholera had appeared at Muskat.

Ehizah was being fortified. It is said the mission of M. M. Murray and Bourne, to the Persian government, is a failure.

There was a movement of troops on the Persian frontier. Dispositions reported to be in the hands of the Russians.

GREAT BRITAIN.  
The loan bill of 16,000,000 was read a third time, and passed on the night of the 12th by the Commons, and was ordered to be committed to the Lords.

The monthly returns of the Board of Trade are published. Owing to the going into a new regulation, they show a falling off of about £1,000,000. Metals have experienced a decline, owing to the small demand for railway works in the United States.

St. John, Bangoine was before the Revenue Commissioners, and gave some important

evidence in relation to the conduct of the war in the Crimea. The Budget has virtually passed both the Houses with but little opposition and little modification.

Throughout the country, a strong feeling against the Ministry is manifested, by indignation meetings in relation to the conduct of the war. A meeting of the inhabitants of London will be held, at which an administrative reform association is proposed to be organized. Similar meetings, prompted by indignation, are to be held in Liverpool and other towns.

The Bank of England has reduced its minimum discount from 4½ to 4 per cent. Money continues quite easy.

FRANCE.  
The Emperor of the French had a narrow escape from assassination on the 25th of May, when he was on his way to join the Emperor.

His usual evening ride in the Champ d'Élysees. The Emperor was accompanied by his household officers, and when near the Bastille, he was approached by a well-dressed man, with an action indicating a desire to present a petition. He had advanced to within five or six paces of the Emperor, who did not observe him, when he was discovered by a police man, who thought it was his intention to present some document to the Emperor, and advanced quickly to inform him that such an act was strictly forbidden. As the policeman was proceeding towards the man, a cat was driven rapidly between them, and in the interval the stranger drew a double-barrelled pistol and aimed point blank at the Emperor, and discharged both barrels. One of the balls grazed the Emperor's head. He was immediately seized by the policeman, but not until he had drawn another pistol to shoot.

The would-be assassin is an Italian, named Pannosi. He was in London while the Emperor was making his visit, and would have made the attempt there had he not been prevented by the great concourse of people. The Emperor proceeded with his ride, and visited the opera with the Empress in the evening, where he was greeted by an immense concourse of loyalty and enthusiasm.

The Emperor has declined not to receive any formal addresses of congratulation, the exception has been made in regard to the British residents in Paris, who held a meeting on the 24th, which was largely attended, and an address adopted. The Corporation of London has also taken similar action in relation to the event.

Pannosi is in close confinement, and in a terrible state of excitement, from the effects of rage and fear. He will be tried at the Assizes of the Seine, about the middle of May.

The Parisian and Orleans papers publish the official accounts of the attempt at assassination, without a word of comment.

FLORIDA.—A correspondent of the N.Y. Tribune makes the following estimate of the number of barrels of flour in the country at the opening of Lake navigation, reckoning 5 bushels of wheat as equivalent to one barrel of flour: Lake Michigan, 450,000; Lake Erie, 200,000; Canada, 500,000; total—1,150,000. This affords little prospect for famine. The Floridians add:

Suppose 450,000 barrels to be absorbed by the disarming points in the interior, and we shall then receive at once a large surplus, but hardly enough at the rate of water consumption, 8,000 barrels per day, to last one hundred and twenty-five days, or until the middle of next September. With a favorable prospect of a good crop all over the country, there is not a shadow of reason for any alarm about a short supply.

An American Vessel fired into by a British Cruiser.—New York, May 17.—The mate of the American schooner Bay City, writes a long letter from Rio Janeiro, explaining the alleged outrage committed upon that vessel by the British brig-of-war Beagle.

According to the mate's version of the story, the difficulty was all occasioned by the obstinacy of Captain Wardell, of the Bay City, in not showing his colors, or leaving to, necessitating the firing of seven or eight guns from the British cruiser, in order to bring the schooner up and satisfy them that she was not a Russian privateer.

PHILADELPHIA, May 17.—A Savannah despatch to the Richmond Dispatch, says that when the ship of War Jamestown was at Key West, the division between the Guard room and the Gun deck was when down, leaving the whole deck ready for action, which is not usually done except in time of war. It is argued from that fact, that our relations with Spain are in a critical position.

New York, May 19.—Yesterday afternoon, the Lackawanna bridge of the Erie Railroad, over the Delaware River, was destroyed by fire. Loss over \$200,000. It is thought two weeks must elapse before the trains can pass as usual, but in the meantime good temporary arrangements are made.

### RAILWAYS.

Mr. Cornelius Nicholson thus writes in a recent English publication:—

"Readers are esteemed, the national veins and arteries—the first necessities of social life; and historians have therefore regarded them as the standard criterion of civilization. Measured by this standard, the United Kingdom stood, at the beginning of the century, at the head of civilized nations. Nevertheless, it then took two days and two nights continuous travelling by coach for a passenger to go from Kendal to London. And it then took about four days for a bale of goods to pass by wagon between Kendal to London. Now, both passenger and bale can perform the journey in eight hours! At the beginning of the century there was only one canal (the Bridgewater Canal) of any extent in Great Britain; and when Brindley designed the first aqueduct for that canal, a rival engineer of that day observed, 'I have heard of canals in the air, but never before was shown where one was to be erected.' But Brindley's practical skill put down all opposition. There are now about 120 canals in the United Kingdom, extending over 3,600 miles, and these have cost about £50,000,000. Notwithstanding the introduction of railways, these canals yield upwards of 5 per cent per annum upon the outlay. And they have been, and still are, eminently serviceable to the country and the interests of commerce, in cheapening and facilitating the transport of minerals and merchandise. But the railway has been the grand stimulus of internal communication and social progress."

The first railway worked by steam power was opened between Liverpool and Manchester in the year 1825; and when the act of incorporation was before the legislature, concluding against interested opposition, the wisdom of Parliament proposed to insert a clause prohibiting the trains from travelling at more than 12 miles an hour! The extent of railways in the United Kingdom is now about 8,000 miles. The traffic receipts upon these lines is £20,000,000 per annum, and the number of passengers carried is upwards of 100,000,000 per annum! The capital expended on these railways between 1825 and 1854, is about £300,000,000 sterling; and the number of servants in the direct employ of the several companies is 150,000. With respect to the gross income of £20,000,000 per annum, I calculate that about £8,000,000 of the amount is disbursed in the shape of wages, rates, taxes, material, &c.; whilst the remaining £12,000,000 is distributed to capitalists and dividends. Beyond this, I estimate the saving of capital employed in trade to be at least another £20,000,000 per annum by diminished charges of transport and economy and time. It is easier to tell the material than the moral results of this gigantic system.

It is an inspiring sight to witness the railway train, impelled by a piece of mechanism that knows no fatigue, and carrying hundreds of human beings with the speed of the "swallow," low across the valleys, through the mountains, and over the rivers and arms of the seas; but it is more gratifying far, to think of the social revolution which this impulsive power is producing in this nation, and must produce in all the civilized nations of the world. The railway system is extending in all the kingdoms of Europe. It has also spread its gigantic arms over the continent of America; and is now rapidly piercing and exterminating the thick jungles of the peninsula of India."

"The number of miles of railway now in operation in the whole world is 40,000 miles, viz:—In Great Britain, 8,000 miles; in the United States, 21,500; in Germany, 3,500; in France, 2,500; in Belgium, 500; in Russia 400; in Italy 200; in Sweden, 80; in Norway, 50; in Spain, 60; in India, 200; in British North America, 1,500; in Cuba, 400; in Panama, 60; in South America, 100. If the average cost of these lines be taken at £25,000 per mile, the aggregate amount expended on railways within a period of twenty-five years, will be £1,000,000,000 (one thousand millions of pounds) sterling."

Wires of the Ancients.  
The Grecians had a custom that when the new married wife was brought home to her husband's house they burnt the axle-tree of the wagon before the doors to show that she must dwell there and not depart thence; and the Romans had a custom that when the bride came to the entry of her husband's house, the bridegroom took her by the wings of her crown and lifted her so high that she struck her head and the door-post together, and so set her within the doors to teach her, by the remembrance of that blow not to go often forth out of her husband's house; and the Egyptians did give up shoes unto their wives but suffered them to go barefoot, because they should abide at home; hence it is that a woman is compared to a snail, that never goes abroad but with her house upon her head; when the husband provides things ne-

cessary abroad she must be careful to order them at home—not to be gadding abroad, but to keep at home, her greatest virtue, being not to be known of any but her husband.

### SYMPATHETIC INKS.

Sympathetic, or secret inks, are those fluids, which when written with on paper, are invisible when dry, but become visible, and acquire color, by simply heating the paper, or by applying to the invisible writing another chemical agent. The writing with these inks may be made to appear visible or invisible successively, by treating as directed.

#### GREEN INK.

If letters be traced on paper with muriate of cobalt, the writing is invisible; but by holding it before the fire the characters speedily assume a beautiful green color, which again disappears as the paper cools. A very pretty effect is produced by drawing the trunk and branches of a tree with a fast ink in the ordinary manner and tracing the leaves with the sympathetic ink as above. The tree appears leafless till the paper is heated, when it suddenly becomes covered with a foliage.

#### BLUE INK.

This ink which may be used like the preceding, may be prepared in the following manner:—

Take one ounce of cobalt reduced to powder, put into a Florence flask and pour over it two ounces of pure nitric acid. Expose the mixture to a gentle heat; and when the cobalt is dissolved, add, by small quantities, a solution of potash, until no more precipitate ensues. Let this precipitate subside; decant the supernatant fluid, and wash the residuum repeatedly in distilled water, until it passes tasteless; then dissolve it in a sufficient quantity of distilled vinegar, by the assistance of a gentle heat, taking care to have a saturated solution, which will be known by part of the precipitate remaining undissolved after the vinegar has been on it for some time.

#### WHITE INK.

Write on paper with a dilute solution of sulphuric acid of lead of commerce; the writing will be invisible. To make characters legible, hold the paper whilst the letters are still wet, over a saucer, containing water impregnated with sulphurated hydrogen gas; the characters then assume a brilliant metallic and iridescent color.

#### YELLOW INK.

Write on paper with a dilute solution of muriate of copper; the letters when dry will be invisible; but if the paper be warmed before the fire, the writing will assume a yellow color, and disappear again when the paper is cold.

#### BROWN INK.

Write on paper with a solution of nitrate of silver, sufficiently diluted, so as not to injure the paper; the characters, when dry, will be invisible, and remain so, if the paper be closely folded up; or if the writing is, in any other way, defended from the light; but if the paper be exposed to the rays of the sun, or merely to the common light of day, the characters speedily assume a brown color, and lastly turn black.

### Artificial Mode of Increasing the quantity of CREAM.

A Mr. Bekart, of Brussels, Belgium, has discovered a mode as he says in which the quantity of cream, on a given quantity of milk, may be increased over and above what would be upon it in the natural way.

His process is thus described. To every two quarts of new milk, a tablespoonful of a liquid, made by dissolving in a quart of water one ounce of carbonate of soda, one teaspoonful of a solution of citricum or tumeric, and three drops of margined water. The addition of the solution of soda, he states, causes a larger quantity of cream to rise to the surface of the milk than is procured in the ordinary process. The other ingredients are for the purpose of improving the color and quality of the butter made from the cream.

Mr. Bekart's cream is an imposition upon the public, and his tumeric is for dyeing the imposition in the wool—the only ingenious plan about it. All that the seeds can do, is simply, according to its alkaline nature, unite with the oily particles of the milk, and form a soapy cream—a very different thing from real.

Mr. Bekart also states that he has discovered the following process, by which he can preserve milk for a great length of time. It is done in this way—place a quantity of new milk, say a quart for instance, into a quart bottle, leaving only a space for the following addition, to wit—two tablespoonfuls of the solution of soda, made as above directed, (one ounce of carbonate of soda to a quart of water.) The bottle is then corked, and a piece of string put round the cork to prevent its flying. He then places the bottle so filled in a boiler containing cold water, which is gradually brought up to the boiling point. The vessels are then withdrawn from the fire, and the boiler and bottle allowed to cool together.

The very same object can be accomplished by carbonic acid gas being infused through the milk and the bottle thus stopped.

LEITCH'S FRIGHT.—The Newburyport Herald says that about a week since the people residing in a certain part of the city of Newburyport were much alarmed by the rumor that the small rock had broken out in one of the streets of the vicinity, and when one day a red flag was hoisted in front of a house, their fears were changed into certainty, and not a person passed through the street. It turned out afterwards that the flag had been raised by an auctioneer, who was about to sell a house, all unconscious of the consternation which he had created, remained there until long after the appointed hour, and finally was obliged to postpone the sale, without having received a single bid for the property.

### Flour and Bread vs. Potatoes.

The Baltimore Patriot has an article from a member of the medical faculty on this subject. He says:—

"One hundred pounds of good wheat flour contain 30 pounds of pure nutritive matter, and ten pounds of water. The nutritive properties contribute mainly to the formation of muscle, and both combined to the support of the whole human frame. One hundred pounds of potatoes contain from 20 to 25 pounds of nutritive matter, depending upon the quality of the potatoes, 22½ pounds upon an average, consisting almost entirely of starch, and 77½ pounds of water and inert matter. It requires therefore, exactly four hundred pounds of potatoes, to supply the same amount of nutriment that one hundred pounds of wheat flour supplies. The best potatoes weigh about 64 pounds to the bushel, and a bushel contains 15.25 pounds of nutriment. At 2 dollars per bushel or 50 cents a peck, the present retail prices in our markets, the nutritive portion of potatoes costs a fraction over thirteen cents a pound, which is equivalent to twenty-three dollars and forty cents for a barrel of good Howard street flour. These facts are established beyond all question by the ablest chemists in the world. Now the question ought to be asked by every one who goes to market, whether he or she is willing to pay thirteen cents a pound for potato nutriment, when he can get wheat flour for six and a half, rice for six and a half, and cornmeal for two and a half and three cents a pound. The truth is, that potatoes are always very costly food as one dollar a bushel, when flour is not over ten or eleven dollars a barrel; and rice and cornmeal are cheaper at their present prices than potatoes at one dollar a bushel. Cornmeal, indeed, at its present price, is cheaper than potatoes at 60 cents a bushel, a given quantity containing more nutriment than its cost would obtain from potatoes at 60 cents. These calculations have been carefully made, and will be found correct."

### REGULATIONS FOR THE HARBOUR OF LEPREUX.

The following Regulations for the Harbour of Lepreaux, in the Parish of Penfield, have been made and established by the Court of General Sessions of the Peace, for the County of Charlotte.

I.—That all Vessels lying in the harbour of Lepreaux, shall be under the directions of the Harbour Master there, and the Owner, Master, or other persons having charge of any such vessel, who shall disobey the orders of the said Harbour Master, touching the lying, fastening, berthing, or removal of any such vessel, shall for each and every offence, forfeit and pay the sum of Twenty shillings.

II.—The Harbour Master is to direct where the ballast is to be laid, and no ballast shall be landed in the Harbour without his permission and direction.

III.—The ballast is to be hove out on the East side of the Harbour, between Ragged Point and Salkilna Island.

IV.—Any Master or Commander of any ship or vessel who shall refuse or neglect to obey or conform to the directions of the Harbour Master, shall forfeit and pay the sum of Five pounds, for each and every offence.

V.—The Harbour Master shall be entitled to demand and receive from the Master or Commander of any ship or vessel (coasters excepted) that shall anchor in Lepreaux, Five shillings for all vessels above fifty tons and not exceeding one hundred tons, and ten shillings for all vessels above one hundred tons, as Harbour Master's fee.

PETER CASSIDY, Harbour Master.