THE WAR.

RUSSIAN ACCOUNT OF THE ASSAULT ON THE MALAKOFF AND REDAN.

On the 6th (18th) of June, at daybreak, the enemy, in dense chain, supported by strong reserves, attacked simultaneously bastion No. 1, the fortified barracks between bastions 1 and 2, bastion No. 2, the Korniloff bastion, bastion No. 3, and the so called Gribok work, situate on the right of the Peressypp; the enemy entertained the hope of forcing a passage somewhere along this line of defence.

The number of troops they brought to the assault was 35,000 men, without counting their reserves. The French advanced on the right flank and centre, the English on the left flank.

The besiegers, provided with ladders, fascines, and sapper tools, advanced rapidly to the attack. Despite the heavy fire of grape and musketry we poured into them, their columns advanced, reached our ditches, and commenced scaling the parapets.

But the line of the intrepid defenders of Sebastopol never swerved. They received the daring assailants with the points of their bayonets, and threw them back into the ditches. The enemy's columns then threw themselves on the Gervais Battery, entered it, drove out the battalion of infantry in charge of it, and, following in pursuit, occupied the houses nearest the Karabenaia faubourg from the Malakoff Mamelon to the top of the docks.

The success of our adversaries was not of long duration. Lieutenant-General Chrpuleff, the vigilant chief of the line of defence of the Karabenaia faubourg, ordered up a reserve of 600 riflemen to the curtain between bastions 2 and Korniloff. When the enemy had passed through our line near the Gervais Battery, Lieutenant-General Chrouleff, placing himself at the head of a company of the Sevsk Regiment of infantry, which was returning from a *cosree*, and taking with him a battalion of the Poltowa regiment, led them to the charge.

These troops, reinforced in good time by five companies of the Yakoutsk Regiment, and later by a battalion of the Yelets Regiment, routed the French, and having driven them out of the Gervais Battery, pursued them to their own trenches, putting the stragglers in the rear to the bayonet. The company of the Sevsk Regiment distinguished itself by its intrepidity (*élangation*) during the combat.

On all the other points of the line of defence the troops, animated by their commanders, Rear-Admiral Panfiloff and Major-General Prince Ourousseff, fought with exemplary courage, and drove back the assailants.

Our batteries on the north side, and our steamers, which swept the enemy's columns on every point upon which they could bring their guns to bear, contributed considerably to the success of this brilliant affair; the steamer Vladimir in particular, commanded by Captain Boutakoff, approached repeatedly the entrance of Careening Bay, from which point it swept the enemy's reserves.

The loss of the enemy, whose columns were exposed to a most terrible fire of grape and musketry, is very considerable; the removal of the dead, which took place on the following day at the request of the Commanders-in-Chief of the allies at six in the evening is a proof of it. The number of corpses was so considerable that the French had not sufficient stretchers to carry them off, and the officer entrusted with the duty requested us to bury those they could not remove.

Such is the recital of this unexampled exploit of the garrison of Sebastopol, which, after nine months of siege and three terrible bombardments, repulsed the desperate assault of the enemy, occasioned them an immense loss, and with heroic devotion is still ready to meet any new attempt on their part."

THE WOUNDED BEFORE SEBASTOPOL.

A medical officer in the camp before Sebastopol, writing on the 20th, gives the following dreadful account of the treatment and suffering of the wounded:—

"At 3 a.m., on the 18th of June, the assault commenced. We were all waiting for the wounded, who arrived as soon as they could travel the distance between the advanced works and the hospital. At 5 a.m., a ward was given over to me. It contained no patients. I was requested to see what was wanted for it. I found in it fourteen wretched shaky bedsteads, as many mattrasses stuffed with chopped straw, the mattrasses not sown up at the sides, and sheets and blankets to correspond. This was all—not a single chamber utensil, not a cup, knife, fork, or spoon—no large vessel for holding water—nothing but what I have named. I immediately applied for the various things deficient. Drinking cups there were none; one chamber utensil I could have for the whole ward, and two bed-pans: nothing to hold water or tea—no plates. The wounded began to arrive; that was soon filled; others were given over to me in exactly the same predicament. One orderly was given to attend on 14 wounded men, and not one of whom was able to move. Each ward was the same. The constant cry of the wounded was for water. We had nothing to give it them in. Old tin cases that had contained preserved meats were eagerly sought for, but out of these they could not drink, except by a most painful effort, as, of course, they had to be raised up in bed. I proceeded to dress the wounds; the orderly given me had never done that duty before, and when I asked him to give me lint strapping and gutta percha, he did not know what those articles were. Every moment he was called away to give a drink to some wounded man. Well, sir, during the whole of that day, the wounded had nothing to eat, and not enough to drink. During the night of the 18th, the wounded came crowding in; some of them were admitted by the orderlies, without having seen a medical officer, and, consequently, not having been seen, their wounds were not dressed till morning. Yesterday the only food given to these poor creatures until nine o'clock at night was hard biscuit and tea! There was no bread for them—no arrow-root, no beef-tea—nothing except tea without milk! I did not find this out, until the bread had arrived, or certainly as long as any bread was to be bought my own men should have had some. We were occupied incessantly all yesterday and the day before in dressing and operating. As soon as one man was removed from the operating table another was put on. Your medical readers will understand the frightful deficiency of stores when I mention that there are no splints, except straight ones, to be had, and that there are no Macintyre's splints, nor any modification of them, and no angular splints. All these things are stored in the most lavish profusion at Scutari.

THE BALTIC FLEET.

OFF CRONSTADT, June 25.—The Blenheim and Exmouth, and two gunboats, which left the fleet on the 16th to reconnoitre the mouth of the river Narva, returned on the 19th. The heavy firing I mentioned having heard when I closed my last letter proceeded from them. At the river's mouth they found a small fort, which opened fire upon them, but which they soon silenced, by dismounting two of the guns and throwing a few 12 lb. rockets into it. The Exmouth was not touched, but the Blenheim received two shots, one in the maintop and the other in the misentopmast head, a splinter from which, in falling on deck, slightly wounded Captain Searle, R. N. One round shot glanced off the bow of the gunboat Snap, and another made a dint in her side and then fell into the water. There is a large village on the left bank of the river full of soldiers, but a sandbank which runs across the entrance makes it so shallow that only gunboats could cross it. The town of Narva is eight miles up the river, is strongly fortified, and full of troops. About 8 p. m. (19th) the Majestic hove in sight, and was recalled from watching Cronstadt.

20th.—A large French storeship, the Isis, arrived in the night, with provisions for their division of the fleet. At 8 a.m. a general signal was made to prepare for sea, get up steam at slow speed, and shorten in cable. At 10 all the fleet got under way, and proceeded to the eastward, with the exception of the French corvette D'Assas, which parted company. The Commander-in-Chief keeps his own counsel so well, that not a hint of any movement in the fleet is known until the moment it happens. Nobody had the least idea we were to return to Cronstadt so soon, but about 3 o'clock p. m., when we were over our old anchoring ground, three miles west of the Tolboukin Lighthouse, the fleet divided into two divisions. The first, consisting of the Duke of Wellington, Exmouth, Nile, Cressy, Orion, James Watt, Dragon, Vulture, Merlin, and eight gunboats, and the French ships Tourville, Austerlitz, and Isis, continued their course along the north side of the island until they anchored within five miles of the town of Cronstadt, and in sight of the domes and spires of St. Petersburg. The second division, consisting of the Royal George, Cæsar, Majestic, Blenheim and Duquesne (French), and anchored as a reserve in midchannel, between the lighthouse and the opposite coast. The enemy, perhaps, never anticipated so bold a step as bringing line-of battle ships up the north side and so close to the arsenal, but was in every way prepared for smaller vessels.

The infernal machines, which were last year looked upon as myths, have turned out to be realities, sown over almost every yard of ground over which the first division of the fleet is anchored. Two struck the Merlin and one the Firefly when we were here last time, and one exploded under the Vulture to-day just as she was swinging to her cable. The first was rather a severe shock, smashing everything in the galley, and throwing the 68lb. shot out of their racks, but doing no further damage. The enemy has not been idle while we were away. Another two-decker has completed her rigging, and shows an enormous red funnel, but whether she has engines or not is doubtful, for no smoke has been seen to come out of it. The gunboats have been increased in number from 15 to 21, another two-decker has been added to the line of hulks along the three-fathom bank, to protect the northern entrance, and the earthen batteries along the coast have been completed, and look very great. As soon as we anchored the gunboats got up steam, and continued for two or three hours carrying men from the town to the hulks, from which it appears, they are not always kept fully manned.

21st.—This morning each ship commenced sweeping for the infernal machines, and before night gathered in a capital harvest of them. The way in which the sweeping is done is this, two boats take between them a long rope, which is sunk to the depth of ten or twelve feet by means of weights, and held suspended at that depth by lines attached to small casks, which float on the surface at intervals of 40 or 50 yards; the boats then separate as far as the rope will allow them, and pull in parallel lines until one of the casks stops behind, which tell them, as a fishing float tells the angler, that they have caught something; the two boats then approach each other, keeping the rope taut, then haul it in carefully, and up comes the machine. The Exmouth found the first, the Nile the second, and then the catching became so numerous, that in some instances two at a time were hauled up; they were at first supposed to be only the buoys to the machine, but I am sorry to say Admiral Seymour proved them to be the machine itself in a most unpleasant manner. He was examining one on the poop of the Exmouth, and incautiously tapped a little bit of iron which projected from its side, saying, "This must be the way they are exploded," when, bang! the thing went off, and everybody round was scattered on the deck. Admiral Seymour was so injured in the eyes that for some time it was thought he would lose the sight of both, but I am very glad to say, he can see a little out of both to-day, and no fear is entertained now of either. Lieut. Lewis, R. M., was severely wounded in the knee joint, and badly burnt in the hands and arms; the signalman, who was holding the machine in his hands, was severely burnt down the front of the body and legs; and Mr. Pierce, flag lieutenant, had his whiskers burnt off and his face singed, and every one near was more or less burnt. It was a wonderful escape for them all. Each machine consists of a cone of galvanized iron, 16 inches in diameter at the base and 20 inches from base to apex, and is divided into three chambers; the one near the base being largest, and containing air, causes it to float with the base uppermost. In the centre of this chamber is another, which holds a tube with a fuse in it, and an apparatus for firing it. This consists of two little iron rods, which move in guides, and are kept projected over the side of the base by springs, which press them outwards. When anything pushes either of these rods inwards it strikes against a lever, which moves like a pendulum, in the fuse-tube, and the lower end of the lever breaks or bends a small leaden tube, containing a combustible compound, which is set on fire by coming in contact with sulphuric acid in a capillary tube, which breaks at the time, and so fires the fuse, which communicates with the powder contained in the chamber at the apex of the cone, and which holds about 9lb. or 10lb. At the extreme apex is a brass ring, to which is attached a rope and some pieces of granite, which moors them about nine or ten feet below the surface, so that the only vessels they could hurt, the gunboats, float quickly over them, and, now we know what they are, they have been disarmed of all their dread. But they prove dangerous playthings; the Commander-in-Chief was examining one of the fuse tubes that was supposed to be spoilt, for it was full of mud and water, when he accidentally touched the lever, and it exploded in his hands, scattering the mud into the faces of all present, and literally throwing dirt into their eyes, but doing no harm. The transport Jupiter arrived to-day, with provisions and stores, from England; she also brings the missing mail of June 5th, six days behind its time. Most of the letters were addressed, *via* Dantzic, and when so directed the post-office authorities are breaking faith with the public and ourselves by sending them by private ship, which, as in the present instance, takes 15 days to reach us.

23d.—At midday on Saturday, the Admirals and Master of the Fleet proceeded in the Merlin, accompanied by the Dragon, to reconnoitre to the eastward. They approached so near the blockships, that a gunboat at anchor between two of them fired two shots at the Merlin, which fell about 150 yards from her; the Russians are evidently aware that this is their weakest point, and it is a point which cannot be strengthened except by shipping.

24th.—The weather is very hot and sultry. This evening a heavy storm of thunder and lightning passed over the fleet, and cleared the air a little. Thirty-three of the infernal machines have been picked up, one of them of a rather different construction.

24th.—This morning seven or eight two-masted vessels were observed creeping along the northern shore; the Dragon and a gunboat were sent in to intercept them, and have not yet returned when I close this. The Vulture carries the mails to Dantzic this evening.

It is said that the renowned marrying establishment, Gretna Hall, at Gretna Green, is about to be demolished.

LAUNCH OF THE CUNARD STEAMER PERSIA, THE LARGEST STEAMER IN THE WORLD.

On the afternoon of Tuesday, the 3d instant, the steam-ship Persia, the first iron paddle-wheel liner built for the Cunard or British and North American Steam Company, was launched from the building-yard of Messrs. Robert Napier and Sons, at Govan. The event came off successfully in the presence of an immense concourse of applauding spectators. The Messrs. Napier, to whose eminence as marine architects and engineers we need not advert, are the builders both of the hull and the engine. The Persia is the largest steamer, both in capacity of hull and steam power, which has yet been built; and the contrast between this magnificent ship and Henry Bell's Comet of 40 tons and 4 or 5 horse-power—which was the first vessel propelled by steam in the British waters—is so vast as almost to exceed belief. Yet there were persons at the launch who had also witnessed the starting of the tiny Comet in 1812. From the adaptation by the builders of every improvement and scientific auxiliary, the Persia is expected to attain a very high degree of speed.

As soon as the Persia was fairly in the water, fully one thousand ladies and gentlemen retired to the "drawing" room connected with the works, and on the floor of which the proportions of all these great ships are first chalked out. Here a sumptuous champagne lunch was provided under the charge of Mr. Forrester. The Lord Provost was called to the chair by acclamation. His Lordship, in proposing "Success to the Persia," remarked that they must have all been highly gratified at the successful launch of this enormous ship. It was of all he had ever seen, the greatest wonder and triumph of art; and the men who had performed the work deserved applause from every citizen of Glasgow. Not that they had not other men capable of performing similar acts, but Mr. Napier stepped out and showed to his fellow men, that when he had undertaken the completion of such an extraordinary ship, he could perform it with satisfaction to himself, and he (the Lord Provost) also hoped that it would prove no less profitable. They had been invited to a glass of wine and cake, and he hoped they would all partake of Mr. Napier's hospitality, and, while drinking his health, wish him every prosperity.—Mr. Napier, in replying, cordially thanked his lordship for proposing his health. He might state, that his son had been the principal instrument in performing the work. He mentioned this, because he thought that young people more especially should get the honour when they deserved it.

The launch itself was most admirably conducted, the ship entering the tide as safely and easily as though she had been a wherry; and this, it must be remembered, is saying a great deal, when it is considered that the launch took place in a river not much broader than the length of the vessel. The building-yard, however, is so situated that advantage can be taken of a bend, by which the ship is launched partly down and partly across the Clyde. It was necessary, however, to pull the mass up before it struck against the opposite shore, which, if unchecked, it would inevitably have done from its own terrible momentum. For this purpose, the two anchors belonging to the Persia, which are each 50 cwt., were literally built into the ground and covered with iron plates. These were connected with the hawse-holes, of the ship by chains of the exact strength of those used on board the great line-of-battle ship, Duke of Wellington, and the links in which are 2¼ inches in diameter. The cables are attached to two of Trotman's patent anchors—all of which were manufactured by Messrs. Henry Wood and Co. of Liverpool. After the daggers were struck away, a few minutes of great anxiety ensued, for the ship did not move; but everything had been planned and calculated, and gradually she got into motion, and sitting on her cradle, careered down the ways beautifully. As she reached the centre of the river the terrific strain came upon the chains, and these in turn dragged the anchors for forty feet, rapidly ploughing up the solid land to a considerable depth as easily as the wave is divided by the keel. This brought up the great ship alike timeously and safely; and, amidst the cheering of assembled thousands, she was towed up to Messrs. Napier's yard at the Broomielaw to receive her machinery. Miss Wilson of Dundyvan, had the honour of naming this, the largest ship afloat.

This we have said, is the largest steam-ship afloat in the world—far exceeding in length, strength, tonnage and steam-power the Great Britain or the Himalaya, and exceeding also by no less than 1200 tons the internal capacity of the largest of the present splendid Cunard liners. Her chief proportions may be summed up as follows:—

Length from figurehead to taffrail,	3000 feet.
Length in the water,	360 feet.
Breadth of the hull,	45 feet.
Breadth over all,	71 feet.
Depth,	32 feet.

Stupendous as the Persia is, the lines of beauty have been so well worked out in the preparation of her model, that her appearance is singularly graceful and lightsome. Yet