

## IOUS REMEDY ELLOUS AGE!

### s Ointment.

THE  
RNAL REMEDY.  
nigrescence, we see mil-  
lions on the surface of our  
these this Ointment,  
e skin, is carried to any  
part. Diseases of the  
of the Liver, affections  
nation of the Lungs,  
and Coughs, are by its  
cured. Every house-  
passes freely through  
any thickness. This  
far more readily pene-  
trates than any other  
bone or fleshy part of  
ring the most dangerous  
that cannot be reached

### S. RHEUMATISM UTIC HUMOURS.

ever done so much for  
s of the Skin, my fever  
ame, as this Ointment.  
s, Scrofula, or Erysipe-  
thstand its influence.  
avelled over many parts  
ng the principal hospitals  
nment, giving advice as  
and has thus been the  
g countless numbers to

### SORE BREASTS, DS & ULCERS.

st scientific surgeons now  
use of this wonderful  
having to cope with the  
es, pounds, ulcers, gland-  
and tumours. Professor  
atched to the East large  
Ointment, to be used in  
of wounds. It will cure  
all swelling, stiffness or  
joints, even of 20 years!

### ND FISTULAS.

er similar distressing com-  
effectually cured if the  
ubbed in over the parts  
otherwise following the  
s around each pot.  
nt and Pills should be used  
following cases:

- Chicago-foot
- Chilblains
- Chopped hands
- Corns (soft)
- Cancers
- Contracted and Stiff Joints
- Fistulas
- Glandular Swelling
- Lumbago
- Piles
- Rheumatism
- Scalds
- Sore Nipples.

Establishment of Professor  
Strand, (near Temple Bar)  
Maiden Lane, New York  
respectable Druggists and  
Medicines throughout the  
in Pots, at 1s. 3d., 3s. 3d.  
each Pot.  
a considerable saving by  
reizes.

ndors of Medicines through-  
wick, and by A H Thomp-  
Billings & Dyer, Eastport,

### ODELL & TURNER.

Of St Andrews,  
for the County Charlotte

### ns, Carts, &c.

D. STENTIFORD,  
offers for sale,  
rts, WHEELBARROWS, &c.  
Spence Boards, Hemlock Bark  
and Country Produce, taken in

### lient Hearses for Sale.

and J. Crosby,  
JEWELRY & SILVER  
WARE.  
Washington Street,  
h of Court Street, Boston.

### Candle Factory

er in returning thanks for the  
patronage received for the last  
perfectly informs his friends and  
since the late disastrous fire in  
has erected a new Factory in a  
very short distance above the  
text adjoining Dunn's Steam Mill,  
happy to receive and execute all  
old customers and the trade gener-  
manufacturing a good article, at a  
nt profit, to give satisfaction.  
GEO. WOODS.  
15, 1855. (Patent 3m.)

### R, Ex "UTICA" from Bos-

dine—  
Fancy & Extra Superfine  
thern Flour,  
fresh and good for family use.  
J. W. STREET.

### anks for sale

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Each repetition of Ditto 1d. per line.  
Advertising by the year may be agreed on.

[From the New Brunswick, May 27.]  
A NEW ADMINISTRATION.

From all parts of the Province we hear of  
rejoicings at the inglorious termination of the  
Fisher administration. We doubt if there  
ever was a government which stood so low  
in the estimation of the people of New Brun-  
swick as that which has just ceased to exist;  
and now that the rickety affair has come to  
an untimely end, the public breathe more  
freely, as if relieved from an incubus which  
seemed to weigh down and depress every in-  
terest in the Province.

We stated in our last, that the Hon Mr.  
Chandler had passed through this city on his  
way to Fredericton, and it was surmised that  
his journey was connected with the formation  
of a new administration. We are now en-  
abled to state, that upon his arrival in Freder-  
icton on Saturday, Mr. Chandler received his  
Excellency's commands to undertake the for-  
mation of a new Government, and entered  
upon this important duty at once. If we are  
correctly informed, Mr. Chandler has had no  
difficulty whatever in making up a Council  
which will work well together, and undoubt-  
edly prove acceptable to the Province. It is  
quite possible that a quorum of Councillors,  
including some of the principle officers of  
Government, will be sworn in at Fredericton  
to-day, and enter at once upon the laborious  
task of endeavoring to raise the Province from  
its present state of prostration. The "Fisher  
government" took office with a sum approach-  
ing closely to £40,000 at the credit of the  
Provincial Treasurer in the Bank of New  
Brunswick, and the public credit unimpeach-  
able. They quit office at the end of eighteen  
months only, leaving the Province without  
either money or credit, deeply indebted to  
several Banks, and to every body else from  
whom money could be obtained. The new  
Government will incur the heavy task of un-  
derstanding the management of the business of  
the country, not merely without money, but  
absolutely without public credit, which the  
Fisher government, by its mismanagement  
and incapacity, has contrived to shatter free-  
ly. Whoever may now assume the reins will  
be well entitled to some forbearance, and the  
cordial support of all who wish to see public  
credit restored, and the prosperity of the  
country advanced.

Of the absurd remarks of certain of our  
disappointed contemporaries relative to the  
course pursued by the Lieut. Governor, the  
Hon. Mr. Manners-Sutton (to whom only the  
latter half of his name is vouchsafed,) we can  
only say, that it will be time enough to ex-  
press an opinion when the true state of the  
case is submitted to the people. Our contem-  
poraries give vent to their spleen on the as-  
sumption that the House of Assembly has  
been dissolved, whereas we learn that such  
an event has not yet taken place, and all their  
arguments therefore are perfect *bores*.

The differences of opinion between the  
Lieut. Governor and his Council, upon which  
they thought proper to resign, are reported  
to have been reduced to writing, and are said  
to exist in the shape of a correspondence be-  
tween Mr. Manners-Sutton and his late ad-  
visers. We sincerely hope and trust that this  
correspondence will be given to the people of  
New Brunswick at an early day; and if we  
may judge from the marked ability that char-  
acterized every part of His Excellency's ad-  
mirable despatch to the Colonial Minister re-  
lative to the Prohibitory Liquor Law, we may  
look for something good from his able pen on  
the present occasion. We take it for grant-  
ed, that the public will not make up their  
minds upon the course pursued by His Ex-  
cellency until they have read this correspon-  
dence; and the attempts made to get up pub-  
lic feeling against the Lieut. Governor upon  
assumptions without foundation, and vituper-  
ation without cause, will then be treated with  
the contempt they deserve.

The great charge against Mr. Manners-  
Sutton is, that he has dissolved, or wishes to  
dissolve, the House of Assembly in order to  
submit several grave and weighty questions  
to the consideration of the electors of New  
Brunswick in a constitutional manner. A so-  
called liberal government resists this, and ab-  
solutely tries to prevent the people from hav-  
ing any voice in the management of their  
public affairs, and from having the opportunity  
of deciding constitutionally upon matters now  
in progress—these "liberals" try, in fact, to  
prevent the people from having anything  
whatever to say respecting questions upon  
which the future welfare of the country will  
greatly depend, until it will be too late for  
their decision to have any effect. We can-  
not see any grounds whatever for the charges  
made by certain of our contemporaries against  
the Lieut. Governor, when his whole ob-  
ject appears to be to give the people an op-  
portunity of deciding legitimately with their own  
affairs, which his late advisers were anxious  
to prevent. Surely they must have felt that  
there was something wrong in their proceed-  
ings when they were so anxious to prevent a  
reference to the people. "They must be im-  
pressed with the belief that their course was

likely to be condemned, or there would not  
have been all this outcry at being compelled  
to face their several constituencies. Can it  
be otherwise?

Viewed calmly, we think the public will  
agree with us, that in desiring to consult the  
opinions of the people constitutionally on  
the important questions now agitating their  
minds, the Lieut. Governor has done  
well and wisely, and deserves the gratitude  
of all who love their country for the oppor-  
tunity of deciding thus afforded, but of which  
the people were sought to be deprived by  
the "Great Liberals" of the Fisher govern-  
ment.

The Lieut. Governor has decided nothing  
—he but asks that the people shall decide  
great public questions according to their own  
wishes and feelings.

### THE BEGINNING OF THE END.

#### THE DEATH KNEEL OF QUACKERY.

"Oh blessed Health!" exclaims Sterne,  
"tis thou who enlargest the soul and openest  
all its powers to receive instruction and to  
relish virtue. He that has thee has little else  
to wish for; he that is so wretched as to want  
thee, wants every thing with thee." The  
truth of this apostrophe every one must ac-  
knowledge; poor Sterne spoke from sad ex-  
perience. And yet familiar as every man is  
with the truth herein expressed, no mortal  
could compute the numbers who ruin them-  
selves in body, mind, and fortune, by ne-  
glecting to apply the proper remedy when  
Health fails. How is this neglect to be re-  
medied? The evil has become so consecrated  
by age, that the man who undertakes to  
amend it, requires no ordinary hardihood,  
such a man is Professor Holloway.

The honest labourer in the cause of human-  
ity finds no sadder discouragement, than in  
the complacent indifference with which people  
prefer rather to endure a long existing evil  
than to incur the trouble necessary to get rid  
of it. The more aged an error has become,  
the more difficult it is to remove it. This  
is true in an especial manner of the art of heal-  
ing, as it was known and practised before the  
advent of this wonderful genius whose mission  
has been to re-establish the treatment of hu-  
man ailments in a rational way.

One by one the venerable abuses that  
have disgraced the past are disappearing, and  
among the rest the errors that have crept in-  
to medical practice have got their dismissal  
papers, and are obliged to use a vulgar phrase  
"to cut and run." Where, it may be asked,  
are the proofs? Proofs! why there is one  
great, patent, palpable fact which has been  
staring the world in the face for the last twenty  
years, and working its way through popu-  
lar prejudice into popular favor, with a suc-  
cess which is the most unquestionable evi-  
dence of its power as a proof. The medicines  
of Professor Holloway have been silently but  
powerfully effecting a change in the science  
of Physic which the world itself has begun to  
wonder at. It is well known that the causes  
of all the diseases, and sufferings to which  
people are subject are very few, although  
their indications may be numerously varied.  
The old plan of curing diseases was by af-  
fecting their results without affecting their  
primary causes. Professor Holloway initiated  
a new mode of treatment by the discovery of  
his Pills and Ointment which, whilst immedi-  
ately grappling with the ultimate symptoms,  
reach also to the seat of the disease, and  
eradicate the first causes, thus destroying all  
subsequent liability to similar affections. We  
do not mean to praise these Pills and Ointment.  
We confine ourselves to stating facts, and  
are perfectly satisfied that no eulogy is  
needed. They speak for themselves.—  
*Pennsylvania Enquirer.*

THE MANUFACTURE OF FILES.—For the  
last twenty years, skilled mechanics have ex-  
ercised all their ingenuity in trying to dis-  
cover a process of manufacturing files, so as to  
lessen the cost of production. A machine,  
which has proved successful, has recently  
been invented by Mr. Ross of Glasgow. It  
is stated that by its agency, files can be struck  
in a very superior manner, with an advan-  
tage in labor alone, of at least 200 per cent.,  
over the whole process of striking. A skilled  
file cutter will strike by the hand somewhere  
about twenty common 40 inch flat bastard  
files in a day, while with one of these ma-  
chines sixty files may be struck in the same  
time. A one horse steam power is capable  
of driving six of these machines.

Anecdote in the House of Commons.—In  
the course of Mr. Henley's speech, on Wed-  
nesday, he had occasion to read over a list  
of the different crimes of which the law took  
cognizance in Russia, and amongst them was  
"treating officials." Lord John Russell,  
who was sitting quietly, with his hat covering  
his face, gave a gentle "hear, hear." This  
was taken hold of by the house, and there  
was a very general cheering.

# The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

*Evans sumendum est optimum.*—Cic.

No 23] SAINT ANDREWS, N. B., WEDNESDAY, JUNE 4, 1856. [Vol. 23

### TRANSATLANTIC STEAM COMMU- NICATION.

On the 23d of April, 1855, great excite-  
ment prevailed in New York. From an early  
hour in the morning until dark myriads of  
persons crowded the Battery to have a glimpse  
of the first steam vessel which had crossed  
the Atlantic from the British Isles, and ar-  
rived safely in port. It is said that every  
Englishman in this city, at one time or other  
during the day, was gazing at the dark look-  
ing vessel (the *Sirius*) with the American  
colors at the fore, and the flag of Old Eng-  
land at the stern. The excitement was fur-  
ther increased by the arrival of the Great  
Western from Bristol, which left that port on  
the 7th instant, making the passage in, fifteen  
days—thus solving the problem of possibility  
and showing what can be done by enterprise,  
expenditure, courage, and skill. The *Sirius*  
is however, the pioneer. It is a singular co-  
incidence that both should have arrived on  
St. George's Day, the patron saint of the  
country to which they belong.

On the 31st of March of the same year,  
the London papers alluded to the experiment  
doubtfully. "There is really no mistake"  
said one of them, "in this long-talked-of  
project of navigating the Atlantic Ocean by  
steam. There is no doubt, of an intention to  
make the attempt, and to give the experiment  
as such, for a trial. The *Sirius* is absolutely  
getting under weigh for America."

Eighteen years will soon have elapsed  
since these doubts were uttered, and their so-  
lution thus enthusiastically recorded. What  
a change! We have fourteen lines of steam-  
ers actually running between the United  
States and Europe, comprising no less than  
forty two vessels.

Their rise and progress is curious. The  
*Sirius* and Great Western did not long enjoy  
a monopoly of the ocean ferry. They were  
quickly joined by the Royal William (which  
made a trip or two), the City of Liverpool,  
the British Queen, and President. Soon the  
*Sirius* and British Queen were sold, the Presi-  
dent went down, and their places were taken  
by a new line. The new line was called the  
Cunard line, and launched four steamers—  
the *Acadia*, the *Calidonia*, the *Britannia*,  
and the *Columbia*; they commenced to run  
about 1840, and ran from Boston and Halifax  
to Liverpool. In 1843, the *Columbia* was  
lost—the only vessel ever lost by the Cunard  
line; all the lives on board were saved.  
Shortly after, a French line, consisting  
of four steamers, was established; but, after a  
few trips, it was abandoned. Then a Bel-  
gian line was organized, and also abandoned.  
Soon afterwards, the first American line of  
transatlantic steamers was inaugurated by  
the sailing of the *Washington* for Bremen.  
She was shortly after followed by the *Her-  
mann*, both of which ships run still, with ap-  
parent success and profit. They were fol-  
lowed at an interval of four or five years by  
the *Collins* line, which launched successive-  
ly the *Atlantic*, *Arctic*, *Baltic* and *Pacific*;  
and are now building the *Adriatic* to take the  
place of the last *Arctic*.

Laterally several new lines have been es-  
tablished. The American *Havre* line which  
was started a few years ago, having lost its  
two vessels—the *Humboldt* and *Franklin*—  
replaced them by the *Arago* and *Fulton*.—  
Glasgow started a line of screw steamers to  
New York, and another line on the same  
plan was shortly afterwards started between  
Liverpool and Philadelphia, without, how-  
ever, competing with the *Collins* or *Cunard*  
lines. Quite recently a screw line, consist-  
ing of the *Minna* and *Brenda* has been es-  
tablished, to run between London, Cork, and  
New York; they will probably be called the  
*Corkscrews*. The Cunard company has also  
began to run a line *Havre* and New York—  
A Belgian company has launched vessels to  
run from Antwerp; and the French are  
going to run vessels with warlike names from  
*Havre*, on their own account.

Altogether we may sum up the ocean  
steam lines established between the United  
States and Europe in the following table:—

| LIVERPOOL AND NEW YORK.    |           |         |      |
|----------------------------|-----------|---------|------|
| Names                      | Class     | Tonnage |      |
| Collins line,              | Atlantic  | Paddle  | 3000 |
|                            | Pacific   | "       | 3000 |
|                            | Baltic    | "       | 3000 |
|                            | Arctic    | "       | 4200 |
| Cunard line,               | Persia    | "       | 3600 |
|                            | Africa    | "       | 2350 |
|                            | Asia      | "       | 2260 |
|                            | Europa    | "       | 2250 |
| LIVERPOOL AND BOSTON.      |           |         |      |
|                            | America   | "       | 1800 |
|                            | Arabia    | "       | 2250 |
|                            | Canada    | "       | 1810 |
|                            | Niagara   | "       | 2250 |
| GLASGOW AND NEW YORK.      |           |         |      |
| Scottish line,             | Edinburgh | Screw   | 2500 |
|                            | New York  | "       | 2150 |
|                            | Glasgow   | "       | 1902 |
| LONDON, CORK AND NEW YORK. |           |         |      |
| Cork line,                 | Minna     | "       | 1300 |
|                            | Brenda    | "       | 1300 |
| New York and Havre.        |           |         |      |

|                                    |                 |        |      |
|------------------------------------|-----------------|--------|------|
| Cunard line,                       | Atna            | "      | 3000 |
|                                    | Jura            | "      | 3000 |
|                                    | Emu             | "      | 2000 |
|                                    | Lebanon         | "      | 2000 |
|                                    | Cambridge       | Paddle | 1900 |
| French line,                       | Alma            | Screw  | 1500 |
|                                    | Barcelona       | "      | 1500 |
|                                    | Sebastopol      | "      | 1500 |
| Old Havre line,                    | Arago           | Paddle | 2700 |
|                                    | Fulton          | "      | 2500 |
|                                    | Union           | "      | 2000 |
| New Havre line                     | Ariel           | "      | 2000 |
|                                    | North Star      | "      | 2000 |
|                                    | Vanderbilt      | "      | 3600 |
| Ind. Havre line,                   | Eriasson        | "      | 1800 |
| Antwerp, Southampton and New York. |                 |        |      |
| Belgian line,                      | Belgique        | Screw  | 2500 |
|                                    | Constitution    | "      | 2500 |
|                                    | Leopold I.      | "      | 2500 |
|                                    | Duc de Brabant  | "      | 2500 |
|                                    | Congress        | "      | 2500 |
| New York, Southampton and Bremen.  |                 |        |      |
| Bremen line,                       | Washington      | Paddle | 2000 |
|                                    | Hermann         | "      | 2000 |
| Liverpool and Philadelphia.        |                 |        |      |
| Philadelphia line,                 | City Baltimore  | "      | 2367 |
|                                    | City Washington | "      | 2380 |
|                                    | City Manchester | "      | 2100 |

In addition to the above a line has been es-  
tablished between Portland and Liverpool, in  
which the *Sarah* and *Canadian* ran.  
The disasters to ocean steamships may  
be summed up as follows:—

|                       |                  |
|-----------------------|------------------|
| President,            | Never heard of   |
| Columbia,             | All hands saved  |
| Humboldt,             | "                |
| City of Glasgow,      | Never heard of   |
| City of Philadelphia, | All hands saved  |
| Franklin,             | "                |
| Arctic,               | A few only saved |
| Pacific,              | Not year of.     |

This bill of mortality is really very small  
when the total number of steamers afloat is  
considered. As science progresses, even this  
proportion will be lessened. We may hope  
that when we have a hundred steamers afloat  
we shall neither hear of lost vessels, nor feel  
excited or anxious, with good reason, when a  
steamer is unduly delayed.—*N. Y. Herald.*

### European Intelligence.

New-York, May 27.  
The Collins steamship *Baltic*, with Lun-  
don and Liverpool dates to the 14th arrived to-  
day.

Grainstuffs are rather dull. Wheat and  
flour a little lower, while corn is scarce and  
firm at an advance; yellow and mixed are  
freely offered at 6d to 1s decline. Quotations  
for red wheat 9s 3d to 10s 4d; white wheat  
9s 9d to 10s 3d. Western Canal flour, 32s  
to 34s 6d; for Philadelphia, Baltimore and  
Ohio, 35s to 37s.

Consols, 93½ to 93¾.  
General news unimportant.  
Nine thousand English troops had em-  
barked from Balaklava.

Mr. Spring Rice, one of the previous Com-  
missioners of Customs, London, has been ap-  
pointed Deputy Chairman of the Board, in  
the room of the Right Hon. G. R. Dawson,  
deceased; and Mr. Grenville Berkeley, late  
M. P. for Cheltenham, and Secretary to the  
Poor Law Board, has been appointed a Com-  
missioner of Customs, in the room of Mr.  
Spring Rice, promoted. The salary of a  
Commissioner of Customs is £1200, sterling,  
per annum.

Mr. R. W. Grey, M. P. has been appointed  
Secretary to the Poor Law Board, in the  
room of Mr. Berkeley. Lord Monck has un-  
dertaken the office of Assistant Whipper-in,  
under Mr. Hayter in the House of Commons  
in place of Mr. Berkeley.

Assistant Commissioner General A. Ed-  
wards, well known in this Province, has  
been appointed Acting Deputy Commissary  
General in the Crimea.—*Courier.*

It amuses Her and don't hurt Me.—The  
Duke of Argyll once made a speech against  
Lord Derby, to which the latter did not re-  
ply. Thereupon the Duke claimed victory  
and crowed lustily, until Lord Derby extin-  
guished him thus:

My Lord, said the Earl of Derby, a short  
time since there was one of those called "nav-  
ies," who was in the habit of allowing his  
wife to beat him. He was a very large man,  
and she was only a small woman. The  
neighbors asked him why he permitted her.  
"O, never mind," said he; "it amuses her  
and don't hurt me."

Shouts of laughter greeted this allusion.  
A Wife's Revenge.—A shipwright at  
North Shields, recently took a rope's end and  
thrashed his wife. The next day the wife  
took a pie to the docks for her husband's din-  
ner, but on removing the lid, instead of find-  
ing beef steak or mutton chop, he found a  
portion of the rope with which he had ill-  
used her, boiled, and on remonstrating with  
his wife for such conduct, she coolly replied  
that if the rope's end was good for her it  
could not be bad for him.

### LAW RESPECTING NEWSPAPERS.

Subscribers who do not give express ad-  
vice 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.

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without informing the publisher, and the  
paper is sent to the former direction, they  
are held responsible.

### SMART MEN.

About thirty miles above Wilmington, lived  
three fellows Barnham, Stone, and Gray, on  
the North East river.

They came down to Wilmington in a small  
row boat, and made it fast to the wharf.—  
They had a time of it in the city, but for  
fear they might be dry before they got home,  
they procured a jug of whiskey, and after  
dark, of a black night too, they embarked in  
their boat, expecting to reach home in the  
morning.

They rowed away with all the energy 3  
half-tipsy fellows could muster—keeping up  
their spirits in the darkness by pouring spirit-  
s down. At break of day they thought they  
must be near home, and seeing through the  
dim gray of the morning a house on the river  
side, Stone said,  
Well, Barnham, we've got to your place  
at last.

If this is my home, said Barnham, some-  
body has been putting up a lot of houses  
since I went away yesterday; but I'll go on  
shore and look about and see where we are,  
if you'll hold her to.

Barnham disembarked, takes observations  
and soon comes stumbling back, and says:  
Well I'll be whipped if we ain't at Wil-  
mington here yet; and what's more the  
boat has been hitched to the wharf all night.

It was a fact, and the chaps had been row-  
ing away for dear life all night without know-  
ing it.

### DEATH OF A VENERABLE MECHANIC.

The venerable William C. Hunneman, ex-  
tensively known as the builder of fire engines,  
died at his residence in Roxbury on the 10th  
inst., at the advanced age of eighty-six years  
and ten months. The deceased was a gen-  
tleman of the "old school" in the best sense  
of the term. For a long period he was a  
deacon of the West Church in this city.—  
*(Boston Transcript.)*

A young gent, very conceited and vain of  
himself, but who by the bye was rather dis-  
sipated, and with a face much pitted by the  
small pox, was addressed by a young lady,  
who, after admiring him for some time said,  
"When carved work comes in fashion, you'll  
be the handsomest man I ever put my eyes  
on."

"The greatest organ in the world," some  
old bachelor says, "is the organ of speech of  
woman; because it is an organ without stops."

A CLEVER CHILD.—An official note in the  
Neapolitan Court Journal apprises the world  
that the king has been pleased to grant Girol-  
amo di Major, of Palermo, a pension of 450  
ducats a year, until he has attained his twenty  
first year. The reason assigned is, that "this  
child of ten years of age only, has shown  
himself to be possessed of varied knowledge  
and great sagacity of judgment, exquisite  
taste, and a fertile memory." The king by  
such an assignment for the special education  
of this gifted child, has proved in what high  
consideration he holds intellectual culture,  
and how strongly he desires by every exor-  
dinary impulse, to contribute to its perfection  
and lustre." The lad is acquainted with Greek,  
Latin, French, Spanish, and English, all of  
which languages he translated freely into  
Italian, in your correspondent's rooms, tak-  
ing for trial the *Daily News*, the Greek tes-  
tament, Virgil, Horace, Scribe's comedies  
and entering into conversation in French,  
English, and Spanish. The books were  
opened at hazard, in history, whether Eng-  
lish, Sicilian, or Roman history, it was im-  
possible to puzzle him, and his answers were  
so far from being concise, that he went on  
continuously from one fact to another, giving  
his opinions of their effects on the social con-  
dition of a people. His answers in geogra-  
phy, astronomy, and natural philosophy were  
not less correct and surprising. He will  
work any sum in vulgar fractions, and with  
the Elements of Euclid is well acquainted.  
The lad will return to complete his studies  
under the guidance of the Benedictine monks  
of St. Martino, near Palermo.

PITCAIRN'S ISLAND.—It is stated that the  
Pitcairn's Island people are about to remove  
to Norfolk Island, situated in lat. 29. South,  
and long. 161. 10 East. Having increased to  
180, they find Pitcairn's Island too small for  
them, its area being 24 square miles. Nor-  
folk Island comprises 24 square miles, and is  
well watered, fertile and healthy. The or-  
iginal settlement on Pitcairn's Island, con-  
sisted of only 27 persons, viz: 9 mutineers  
of the British ship *Bounty*, 6 Tahitian men  
and 12 Tahitian women.