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**TWO DISTINCT COMPANIES.**  
**MENAGERIE & CIRCUS.**

**S. B. HOWES, PROPRIETOR.**  
With the Celebrated original  
**GENERAL TOM THUMB!**  
Will Exhibit at St. Andrews, Friday, August 3d, and at St. George, Saturday Aug. 4th  
Admission, Box 25 cents, Reserved Seats—cents. Children under 8 years  
of age, half price. No money will be taken at the Doors!



**THE MENAGERIE DEPARTMENT**  
consists of a beautiful and Rare Collection of  
**WILD BEASTS and BIRDS** from all parts of the  
world.

**THE TWO PERFORMING ELEPHANTS**  
will be introduced by their keeper, and go through  
many ingenious performances.

**MR. PARKER**, the celebrated Tamer of  
Wild Beasts will enter the Den of Lions and other  
Trained Animals in presence of the audience  
at 3 o'clock, previous to the commencement of the  
Equine Performances.

The following are some of the Animals in this

collection :- African Lion and Lionses, Nundu  
Lion, Asian Lion, Asiatic Leopards, Ceylonian Lion,  
Leopard, Hunting Leopard, Asiatic Tiger,  
One White Polar Bear, Spotted Hyena,  
One Ox-fortress Linnet, Redstart  
Parrot, Bird, African Kestrel, Woodcock  
Goshawk, Heron, Mountain to various  
Heron, and from South Africa, Kangaroo from New Holland, Col  
ony of Apes, Meerkat, Baboon,  
TARROTS,  
CHAMBERS,



During the Exhibition, the visitor will have an opportunity of beholding the



In addition to the above great features in the Circle and Membership, will be performed each evening the gorgeous Pantomime entitled

## THE MISER OF BAGDAD.

which will be produced in a style of magnificence unsurpassed by any travelling Exhibition, the management having spared neither pains or expense in making this the "Ne plus Ultra" of Performances in the Circle. This piece will be presented with all the splendours of the Arena, as performed at the principal Theatres in the Cities of New York and Philadelphia, where it had a successful run of upwards of 150 nights. It need only to be seen to be appreciated.

July 11, 1855. **ELBERT BAXTER, Agent.**

# NEW GROCERY STORE.

**T**HE Subscriber would inform his Friends and the Public generally, that he has taken the store formerly occupied by the late Thomas Turner, where he will keep constantly on hand

**MOLASSES:** Brown and Crushed **SUGARS, TEA, COFFEE, CHOCOLATE**  
Cocoa, Brandy, Rice, Barley, Oatmeal, **CHEESE**, Salt, Pickles, Spices of every de-  
scription, **SOAP, CANDLES**, (Inbarco, Cigars, Snuff, Pipes, Brandy, Pails, Starch,  
Judging and Dye Stuffs of all kinds, **CROCKERY AND EARTHENWARE**, and  
every description of Goods usually found in a Grocery Store, which he will sell at the  
lowest market prices for **CASH ONLY**.

**TO MEET AND J. W. THOMPSON.**

**Also on Hand**—**Fellows & Co's** Concentrated Extract of Sarsaparilla, an excellent  
remedy for all diseases arising from an impure state of the Blood; **Fellows' Dyspepsia**  
**Bitters** and **Speedy Relief**, **Painkillers** Vermifuge, **Johnston's Anodyne Liniment**,  
**Moffet's Pills**, **Mrs. Winslow's Soothing Syrup**, **Curtis & Perkins Cramp and Pain Killer**,  
**Mexican Mustang Liniment**, cold drawn **Castor Oil**; and a large quantity of other  
Medicines and Drugs as necessary in a family, but too numerous to mention in an  
advertisement.

**J. W. T.**  
Saint Andrews, July 10, 1855.

**LEVIATHAN IRON STEAMSHIP.**

The people of Great Britain in their efforts to maintain their supremacy upon the sea, and in the arts appertaining thereto,—a field in which they admit that they find able and energetic competitors from this side of the water—do not lack in boldness in their plans for gaining advantages, and lavishness in their extravagance for carrying their plans into execution. There is now in progress of construction on the banks of the Thames river near London, an enormous iron steamship, whose tonnage is to be twenty thousand five hundred tons; which is expected to carry twelve thousand five hundred passengers, and whose capacity for coals and cargo will

The enormous size of this vessel will be understood when it is recalled that the monster "Great Republic," 4555 tons—the "Arabia" steamship, the largest of the Canadian line is 2500 tons; the "America" is 1,826, the "Canada," 1,891, the "Europa," 1,834, and the "Asia," 2227; while the new Leviathan, to which it is supposed the name "Great Eastern" will be applied, is, as above stated, 22,500 tons, or nearly ten times the tonnage of the "Arabia." Her principal masts will be four hundred feet long and fifteen in height.

This vessel was designed by Isambard Kingdom Brunel, known as the engineer of the Thames Tunnel. She is destined for the Australian trade, and her tonnage was accordingly fixed at 22,500 on a singular principle supported by reasoning "that being the number of miles in the round voyage from England to Australia, and return; while the round voyage of a Cunard steamer, Mr. Brunel is said to have observed, is about 22,500 miles."

It is expected that the new steamer will be ready to be launched at the end of the present year. She will be launched on a novel plan, being let down sideways into the water.

She is built in numerous compartments and has a hollow space between the outside and inside walls, so to speak, throughout.

The following particulars copied from the Liverpool Courier and a report by Mr. Bruce will be read with interest.

The principal dimensions of the ship, her

Length, feet	680
Breadth	83
Depth from deck to keel	60
Length of principal saloons	400
Height of ditto	15
Number of decks	Four
Tonnage, tons	22,500
Carries of coals and cargo	18,000

Nominal horses, power	1000
Cylinders for paddle engines	4
Diameter of cylinders in inches	72
Length of stroke	14 feet 6 in
Draft of water (loaded) feet	25
(light)	23
Carries of first class passengers	600
Do second class do	1,800
Do troops with field equipments	10,000
Weight of iron used in the construction of the ship	10,000 tons

Mr. Brunel, in his report, speaks first of all of the mode of launching the ship, a subject of great importance considering the dimensions and weight of the ship, and the narrow and shallow river in which she is to make her first acquaintance with the waters of the sea. The intelligent and well-expressed conclusions of Mr. Brunel as to the mode

of launching are thus stated :  
 "One of the first points to be decided, was the mode of launching the vessel, which of course would determine the position in which it was to be built, and I wish to take this opportunity of explaining my reason for adopting the plan I have decided upon, which being unusual might be supposed to be unne-

Vessels are generally built above the keel of high water, and then allowed to slide down an inclined plane into the water: occasionally, as in the case of the Great Britain, they are built in a dry dock into which the water is afterwards admitted, and they are floated

"Both plans were well considered in the present case but the size of the dock required, the difficulty of finding a proper site for such a dock, the depth required for floating a ship with her engines and boiler, which it was most desirable to introduce while in the hull, and the depth of channel required to communicate between such a dock and the deep water of the river—all combined to render the plan a very expensive, and considering the nature of the soil in which it would have to be formed, a somewhat hazardous proceeding. Launching seemed to offer the fewest difficulties and the greatest certainty, but the dimensions of the ship required some modifications of the usual modes of proceeding."

"Launching is generally effected by building

ing, the ship on an inclined plane, which experience has determined should be at an inclination of about 1 in 12 to 15, the keel of the ship being laid at that angle and the head consequently raised above the stern, say 1 to 1.5th of the whole length of the ship. In the present case this would have involved raising the forepart of the keel or the fore foot about 40 feet in the air, and the whole vessel would have been on an average 22 feet higher than if built on an even keel.

The inconvenience and cost of building at such a great height above ground may be easily imagined, but neither difficulty presented itself which almost amounted to an impossibility; and which has been successfully met with the larger vessels hitherto launched, and will probably, ere long, prevent launching, longitudinally vessels of great length. The angle required for the inclined plane to insure the vessel moving by gravity being, say 1 in 14, or even if diminished by improved construction in ways to 1 in 25, is such that the end first immersed would become waterborne, or would require a very great depth of water before the fore part of the ship would even reach the water's edge. Vessels of 450 or 500 feet long would be difficult to launch in the Thames unless kept as tight as possible, our ships could not be so launched, the heel of the sternpost being re-

"These considerations led me to examine into the practicability of launching or lowering the vessel sideways; and I found that such a mode would be attended with every advantage; and so far as I can see it involves no countervailing disadvantages." This plan has been accordingly determined upon, and the vessel is building parallel to the river, and in such a position as to admit of the easy construction of an inclined plane at the prop-

In constructing the foundation of the floor on which the ship is being built, provision is made at two points to insure sufficient strength to bear the whole weight of the ship when completed. At these two points when the launching has to be effected, two cradles will be introduced, and the whole will probably be lowered float to low water mark; whence on the ensuing tide, the vessel will be floated off. The operation may thus be performed as slowly as may be found convenient; or if upon future consideration, more rapid launching should be thought preferable it may be

The next point to be considered is the progress of the work. The Great Eastern is not a mere theory, but an actual fact. The work is really and rapidly progressing, and should no unforeseen obstacles arise, it is expected that the ship will be launched before next Christmas. A deal of time was necessarily expended in making suitable preparations for the work, and erecting the machinery in the builders' yard for shaping, planing, planing and cutting the plates, and for bringing so large an undertaking into working order. The first piece was laid in May.

work upon the ship in all departments. Unlike other vessels, the knees are laid and the framing erected therefrom and plated over, the "Great Eastern" is building in sections, the midship section being first built up to its full altitude, and the iron decks laid, and the other sections fore and aft, being successively built in like manner and joined to the preceding section. A number of these sections are built, the model of the stern post is erected, and the bottom sections of the hull are com-

In her external appearance, drawing the inference from the working model, we should say the Great Eastern will be a slightly ship. She is moulded with very fine lines forward and aft, and she will have an elliptical stern. Her deck is to be flush, except for cabin entrances and similar purposes, so that a promenade more than twice the length of the Great Britain's deck will be available for the passengers on board this ship, and

If the reader will imagine a ship built of any size, and then a smaller ship built and placed in the larger one, he will form some idea (though not a full one) of the Great Eastern.

Let us explain the best terms to describe these inner and outer ships is to call them the inner and outer skins. The distance between the outer and inner skins, or ship, is 16 feet 6 inches. The floor of the ship, as previously stated, is perfectly flat, the keel being turned inwards and rivolted to the inner ship's keel. These several skins are joined to each other by longitudinal wires or girders, formed of plate and angle iron. There are seventeen of these wires on each side of the ship, which run the entire length of the vessel, and they

are placed at such distances as to extend upward, at intervals of about 3 feet, from a keel to the main deck and they are again closed up in lengths varying from 20 to 60 feet. Thus the outer and inner ships are joined together by means of a great number of water tight webs or cells of extraordinary strength, giving the vessel a rigidity such as has never been communicated to a ship before.

The main deck is treated in the same manner for a width of 20 feet on each side with iron grids laid on side to the other so that the entire vessel becomes, as it were, a beam of fastenings, and the whole fabric may be described as a web of woven iron, the struts forming the fastenings, and the webbs of honey-comb cells becoming an indissoluble structure. The compartments between the outer and inner skin will hold 3000 tons of water ballast, should it be required. The web plates are of inch iron, and the outer and inner skins are of three-quarter inch

This monster is building by a company, which has a capital of twelve hundred thousand pounds sterling, or about six million dollars, with authority to increase it to two millions sterling, or ten million dollars.—The shares are twenty pounds each, and £8 10s. has already been paid in on each share. The shareholders are liable to assessments not exceeding £2 10s. in any one quarter. From three figures an idea of the probable expense of the vessel can be obtained.

The "Great Eastern" is to be fired with shells, (she will have five masts), paddle wheels, and a screw, so that there is no lack of means of propulsion. It is confidently expected that she will make a fifteen-knot run in an hour on the whole voyage without stoppage and without restation under any weather, considerably shortening the current length of the Australian voyage. It has been intimated that she will make an experimental trip to America to see what she can do, and will be next used in the transportation of troops if the war continues.

**CHILDREN HAVE LUNGS.**—This fact is not  
 other not known to parents or very little re-  
 garded. The first thing a baby wants is  
 fresh air and plenty of it. From the moment  
 a child is born, it should have air and light  
 and neither be shut up in a dark room, nor  
 have its head covered up in a blanket.

The other morning, making my first call on a lady, with an infant, I saw a despondent-looking woman lying in a rocking chair beside the bed, but there was no baby in sight. When I enquired for the newly-arrived, the nurse came and after taking off fold after fold, there at last was the poor little half-smothered baby, gasping for breath. A mother and nurse

Returning in an omnibus, a pretty woman got in, with her baby completely enveloped in its blankets. Perhaps it was none of my business; but I think it was. The babe had as good a right to breathe and to live the purest air to be had, as anybody; and as there was nobody else to take its air, I let it

Madam, said I, you are smothering the child. She smiled and shook her head—she did not believe a word of it. You are making it breathe its own breath over and over again; and no air is fit to breathe but once. I am a physician and can let it in make your child well.

She uncovered the baby's head; it took a long breath, and if it had been old enough to talk, and been up in its manners, it would doubtless have said, "Thank you doctor."

**TRIAL TRIP OF STEAMSHIP OCEAN BIRD**  
The six days to Europe steamship Ocean Bird made a very satisfactory trial trip on Wednesday. On her return she made the run from Sandy Hook to the Battery in 1 hour, with a three and a half knot tide, being equal to 20 miles an hour—her engines making 191 revolutions per minute under 32 pounds of steam. Among the guests were Donald M. K.

**DISCOVERY OF HUMAN REMAINS.**—While making excavations for the purpose of constructing a sewer, in the Square, opposite Nolan's Hotel, Galway, the labourers discovered several human skeletons, some of which were, in a perfect state of preservation.—These ghastly remains of mortality are supposed to be relics of the old Cromwellian wars, when Galway underwent a severe and protracted siege, as the place, where the bones were discovered is not far from what the old wall stood.—[Galway Vindicator.]

Mr. S. C. Commissioner, sent by London  
Tuner, to the Crimea to administer the bal-  
ance of the hospital fund, fell sick from over-  
exertion; routine, excluded him from the  
hospitals he was visiting. He was carried in  
a scorching sun, to a church at Balaklava  
where he died, a victim to official inhuman-  
ity.



## European Intelligence.

The steamer Canada from Liverpool, arrived at Halifax on the 18th inst.

### THE WAR.

July 3.—Lord Raglan was buried with all the pomp which circumstances permitted. There are rumours that Gen. Pelissier is about to be superseded.

Since the repulse of the 15th, the allies have been strengthening their advance against the Malakoff, and Pelissier's latest telegram, July 4th, says his works are progressing satisfactorily.

Gen Simpson's telegram of the 4th is merely: "Nothing new since my last."

Accounts by telegraph have already stated the main facts of the unsuccessful attack on Sebastopol, on the 18th June. Papers by the Canadian news contain descriptions from Raglan and Pelissier—giving full details of the causes of repulse. Genl. Mayran's French division was on its way to attack the fort on the extreme right, by Carreing har hour, and commenced the action prematurely, before the other divisions had taken up their ground. Mayran fell, mortally wounded, and his division being thrown into disorder the Russians turned their concentrated fire upon the next division as it came up under Gen. Brunet, and shattered it badly. Brunet also fell. Orders were then given to withdraw the troops into the trenches, although Genl. Autemarck had meantime reached the Malakoff Tower. Retreat was effected in good order but with great loss.

When Raglan saw the defeat of the first French division he hastily ordered an attack on the Redan to effect a diversion in favor of the French, although it was previously intended that the British should not attack until the French should have captured the Malakoff, inasmuch as the Malakoff's guns quite command the Redan. So far as civilians at a distance can judge, Raglan's order to attack was a great error, for the British storming party not being sufficiently strong to carry the work, were repulsed with much slaughter. A curious incident is, that Gen. Eyre with 2,000 British penetrated into the suburbs of Sebastopol itself, and held possession of the houses of one street 17 hours, but being totally unsupported retired at nightfall. The inference is—that had the assault been general or systematically planned the city would have fallen, or at least its first line of defence might have been carried. French letters, June 23d, say the army was full of confidence. Approaches were pushing forward to Malakoff Tower and French Battery, 30 guns were nearly completed on the point of Caernarvon Bay to keep off the Russian ships. Their fire having caused much loss on the 18th.

A Vienna paper says, that Goraskoff has sent for 24,000 more men, and has reinforced Liprandi's army, with another division.

The Turks and Sardinians under Omar Pacha and Gen. Marzani, have made excursions into the lateral valleys of the Tcherkass, without meeting any resistance.

Numerous works of art, captured from the Kerch Museum, and Gen. Wrangel's private collection, are on the way to Paris.

The Russo-British contingent, numbering 6,000 is in camp near Domedoro. Careful estimates show that this war has already cost half a million lives, and no destructive battles.

### BALTIC.

A despatch from Berlin, July 4th, states that the town of Nyssadt, at the entrance of the Gulf of Bothnia, has been bombarded and destroyed.

Russian accounts say, June 19th, Allied fleets of 180 guns, fired 8 hours against the batteries at the mouth of the Narva, without effect. Then withdrew to Sankar Island.

June 20.—Allies made descent on Kolk Island, destroyed the telegraph, and burned government stores.

June 21.—The allied steamers took soundings in Nyssadt roads, while others fired some hours on the port of Revel—without effect.

June 22 and 23.—Occasional shots were exchanged between the gun-boats employed on shore and the Revel batteries.

The Journal de St. Petersburg publishes the correspondence respecting the recent affair at Hango, stating that the flag of truce was not visible; also accusing the English of making an improper use of the flag of truce generally.

July 5.—The bulk of the allied squadron lay off Cronstadt.

### BRITAIN.

The business in Parliament is not important. Lord Grosvenor's Bill to stop Sunday trading is withdrawn, after having caused trouble in Hyde Park.

Roebuck and Duncombe were refused a Committee of Enquiry into the brutal conduct of the police in these riots.

On Friday night Milner Gibson asked Government for an explanation as to Lord John Russell's recent conduct at the Vienna Conference.

Lord John Russell replied stating, among other things, that Britain never contemplated to restore Poland and Hungary.

Gibson, Roebuck and Disraeli all attacked Lord John Russell; after which the matter subsided.

Gen. Peel will move the previous question against Roebuck's vote of censure. Lord Elgin, it is said, will be appointed Postmaster General.

Magnificent iron paddle-wheel steamer Persia, 6,600 tons, 1,000 horse-power, was launched on the Clyde, July 3d, for the Comand line, will be ready to sail in October.

I. Peterson, the Russian Secretary of Legation at Lisbon, was recently discovered aboard the English steamer from Southampton.

on to Lisbon, he having been on a secret mission in France and England. The American minister to Portugal, they say recognised him.

### FRANCE.

Legislature voted the 750 millions francs, in addition to the new loan; in rease of taxation is proposed, by one-third increase of duty on all spirits, 10 per cent. on railway passengers and goods, and a new "decree" of indirect taxes, are expected to produce 7,000,000 francs per annum. The Emperor's speech is variously commented on, but on the whole is regarded favourably, and the hit at Austria was well merited; it is reported that the Austrian Minister has asked for explanation.

Taking of the Cemetery and an entrance into Sebastopol.

The Times special correspondent, writing on the 20 ultimo, gives the following particulars of a brilliant episode in the assault of the 18th. It reads like a romance, and records an act of heroism almost without a parallel.

The brigade under Major-General Eyre, which was destined to occupy the Cemetery and to carry the Barrack Batteries, consisted of the 8th regiment, 18th regiment, 38th regiment, and 44th regiment. Four volunteers from each company were selected to form an advanced party, under Major Fielden, of the 44th regiment to feel the way and cover the advance. The 18th Royal Irish followed as the storming regiment. The brigade was turned out at twelve o'clock, and proceeded to march down the road on the left of the Green hill Battery to the Cemetery, and halted under cover while the necessary disposition was being made for the attack. General Eyre, addressing the 18th, said, "I hope, my men, that you will do something that will make every cabin in Ireland ring again!" The reply was a loud cheer, which instantly drew on the men a shower of grape. The skirmishers advanced just as the general attack began, and with some French on their left, rushed at the Cemetery which was very feebly defended. They got possession of the place after a slight resistance, with small loss, and took some prisoners, but the moment the enemy retreated their batteries opened a heavy fire on the place from the left of the Redan and from the Barrack Battery.

Four companies of the 18th at once rushed on out of the Cemetery towards the town, and actually succeeded in getting possession of the suburb. Captain Hayman was gallantly leading on his company when he was shot through the knee. Captain Esmonde followed, and the men once established, prepared to defend the houses they occupied.

As they drove the Russians out, they were pelted with large stones by the latter on their way up to the battery, which quite overhangs the suburb. The Russians could not depress their guns sufficiently to fire down on our men, but they directed a severe flanking fire on them from an angle of the Redan works. There was nothing for it but to keep up a vigorous fire from the houses and to delude the enemy into the belief that the occupiers were more numerous than they were. Meantime the Russians did their utmost to blow down the houses with shell and shot, and fired grape incessantly, but the soldiers kept close though they lost men occasionally, and they were most materially aided by the fire of regiments in the Cemetery behind them, which was directed at the Russian embankment; so that the enemy could not get out to fire down on the houses below.

Some of the houses were comfortably furnished. One of them was as well fitted up as most English mansions, the rooms full of fine furniture, a piano in the drawing room, and articles of luxury and taste not deficient. Our men unfortunately found that the cellars were not empty, and that there was abundance of fine Muscat wine from the south coast of the Crimea, and of the stronger wines, perfumed with roses and mixed with fruits, which are grown in the interior, in the better sort of houses.

Some of the officers, when they went away carried off articles of clothing and papers as proof of their entrance into the place, and some others took away pigeons and guineapigs, which were tame in the house.

The troops entered the place about four o'clock in the morning, and could not leave it till nine in the evening. The Russians blew up many of the houses and set fire to others, and when our men retired the flames were spreading along the street. The 18th regiment lost 250 men. In the middle of the day, Captain Esmonde wrote to General Eyre to say that he required support, that the men were short of ammunition, and that the rifles were clogged. The rifles, which were of the Enfield pattern, had been only served to the regiment the day before, and again it was found that these admirable weapons are open to the grave defect which has been so frequently mentioned, and that they are liable to become useless after firing 20 rounds. A sergeant volunteered to creep back with this letter, but when he reached the place where the General ought to have been, he found that the latter had been obliged to withdraw owing to his wound, and he therefore delivered the document to Colonel Edwards as there was no possibility of getting support down to troops. Colonel Edwards crept down along with the sergeant and into the houses to see how matters were going on.

The officer in command, on learning the state of the case, ordered the men to keep up the hottest fire they could; and meantime they picked up the rifles and ammunition of the killed and wounded, and were by that means enabled to continue their fusillade.

The 9th regiment succeeded in effecting a lodgment in the houses in two or three dif-

ferent places, and held their position, as well as the 19th. A sergeant, and a handful of men, actually got possession of the little Wasp Battery, in which there were only 12 or 14 Russian artillerymen. They fled at the approach of our men, but when the latter turned round they discovered they were quite unsupported; and the Russians seeing that the poor fellows were left alone, came down on them, and drove them out of the battery. An officer and a half a dozen men of the same regiment got up close to a part of the Flagstaff battery, and were advancing into it when they, too, saw that they were by themselves, and as it was futile to attempt holding their ground, they retreated. About 15 French soldiers on their left aided them, but as they were likewise unsupported, they had to retire. Another officer, with only 12 men, took one of the Russian Rifle Pits, bayoneted those they found in it, and held possession of it throughout the day.

Meanwhile, while those portions of the 5th and 13th, and parties of the 28th and 44th were in the houses, the detachments of the same regiments and of the 38th, kept up a fire from the Cemetery on the Russians in the battery and on the sharpshooters, all the time being exposed to a tremendous shower of bullets, grape, round shot, and shell. The loss of the brigade, under such circumstances, could not but be extremely severe. One part of it, separated from the other, was exposed to a destructive fire in houses, the upper portion of which crumbled into pieces or fell in under fire, and it was only by keeping in the lower story which was vaulted and well built, that they were enabled to hold their own. The other parts of it, far advanced from our batteries, were almost unprotected, and were under a constant mitraille and bombardment from guns which our batteries had failed to touch. Capt. Smith, of the 9th was struck by a grape shot in the back as he was in the act of getting Capt. Armstrong of the 18th, into a litter, with the assistance of Capt. Gwynor. The shot broke his spine, and drove his ribs into his lungs. He died yesterday. Lieutenants Douglas and McQueen were also wounded. Of this regiment six men were killed and 53 wounded. In the 18th, one officer and 34 men killed, seven officers and 118 wounded. In the 38th, one officer killed and five wounded. In the 44th seven officers were wounded, of whom three have since died; 17 men killed and 108 wounded. The total number in the Brigade killed and wounded was up to the last returns, 107 killed, 552 wounded. Total 659.

Some of the officers got away in the great storm which arose about eleven o'clock, and blew with great violence for several hours.

Since the repulse of the 18th, the Allies have been strengthening their advance against Malakoff, and Gen. Pelissier's latest telegraphic despatch of July 4, says his works are progressing satisfactorily.

Gen. Simpson's despatch of the same date is merely "nothing new since my last." Accounts by telegraph have already stated the main facts of the unsuccessful attack on Sebastopol on the 18th of June.

NOVA SCOTIA RAILWAY.—The Halifax Chronicle announces that contracts have been entered into for the construction of thirty miles of their Railway, which will complete the line to Windsor. The fifth section, which is the nearest to Windsor, was taken for \$3,307 currency per mile—the whole amount, however, was £171,575, or £5,730 per mile, the Province finding the iron and rolling stock.

## The Standard.

WEDNESDAY, JULY 25, 1855.

TAX ON COLONIAL NEWSPAPERS.—Orders have been issued by the Post Office authorities in England, placing a tax of one penny each on newspapers when forwarded from Great Britain or the Colonies, and when transmitted through the United States a tax of two pence each. We cannot conceive the object of this taxing the Colonists unless it be to make up in some measure for the stamp duty, or perhaps to lessen the number of newspapers sent by the English Mail. Whatever the reason for this direct tax on knowledge,—the authorities in England will soon learn that the Colonists of the present day, cannot bear taxation with any better grace than they did some half century since. Sir C. P. Roney, has addressed an able letter to the London Times, with reference to this odious impost; and there can be no question that the people of the Colonies will remonstrate against this tax, which if permitted to be levied is no doubt the forerunner of a train of other taxes which will bear heavily on Colonists. How does this tax comport with the free trade propensities of the Imperial Government. Truly there is much need of Ministerial and other Reforms.

Our contemporary the Courier is resolved to keep pace with the times, and furnish the news, commercial and political as it arrives; with this aim in view, its proprietors, will issue a paper three times a week, viz: on Monday Wednesday and Friday, to be called the Morning Courier, in addition to the regular weekly issue of the "New Brunswick Courier."

NEW POTATOS of a good size and quality

were sold in the St John Market last week for five shillings per bushel.

We promised our Readers that we would this week prove the gross injustice which has been done and is persisted in by the Government towards the St. Andrews & Quebec Railroad Company, but we will postpone enlarging on this subject,—important though it be—until next week, because we believe that it is even of greater importance to address a word or two to the Government itself, and to point out to them a fact, which, though patriotism, honor, truth and justice are powerless to move them, may perhaps incite them to open their eyes and behold what is going on around them.

We are all so fully aware that the prosperity and onward progress of all countries have for the last century been developed in each, in exact proportion to the energy with which they severally adopted the Railroad system, that it is useless to urge the point now—but the experience of Railway history does not only prove the general advantages to society at large, which have resulted from their construction, but also, that the greatest success has always attended those countries in which the "iron roads" were first constructed—first opened up the resources of a country, and first attracted and absorbed the great through traffic which collected at their termini, and which, no after-built—though perhaps more direct line—could ever again divert from them.

A local, selfish, blind policy—fear of competition, and jealousy of anybody getting on but themselves, have hitherto led our St. John friends to look black on the St. Andrews & Quebec line, and the Government too weak to venture on offering the least opposition to what the City considered for its own interests; even if they had not been thoroughly imbued with the same feelings, have caused an impetus to be given to the Calais road, which it otherwise would never have received.

We do not hesitate to say that if "our road," is allowed to languish another year, that our enterprising neighbors on the other side of the boundary, will distance us, and have their road built up to—Houlton, before we shall complete thirty miles. If such should be the case, we may not only say goodbye to St. Andrews, but the Province may say goodbye to all hopes of future prosperity. With the River St. John tapped above Woodstock by an American line, the City of St. John must decline, the lumbering operations of the upper country be diverted from our Harbours, and ruin and stagnation alone remain.

The Calais road is building itself—mark that ye rulers! Our roads can easily be made to do the same—nay, they would do so if uninterfered with, and unhampered by your petty intrigues; and were it necessary, we know of, and could name, two or three men who would undertake to build them, without further facilities, provided only those already given by the Legislature were not withheld by the Council.

The Morning News says the facilities for travelling on the St. John river between St. John and Fredericton are excellent, that there are four passenger Steamers plying regularly between the above mentioned places and that there are in all eighteen steamers on the river; this includes those used in towing and running to other places—that these boats are in good order, and concludes with the following well merited and just remarks:—

"We are pleased to learn that William M. Smith, Esq., the Government Inspector of Steamboats, has since his accession to office exercised a salutary vigilance in the careful examination of the different Provincial Steamers that are engaged in the carriage of passengers. This appointment though made by the old Government, has we believe been a wise and judicious one. A regular inspection of each Steamer is made every six months, and the arrangement thus far has been attended with satisfactory results."

At a Lever held at St. James' Palace on the 27th June, the Hon. George Hayward of New Brunswick, was presented by Lord John Russell.

## Correspondence.

[To the Editor of the "Standard."] Sir,—It is probable few of your readers may have heard of an agitation which has lately commenced in England by a Mr. Lazard, for the express purpose of putting every man in his right place, that is, to fill the situations of government by properly qualified persons; on perusing Mr. Brown's letter in your last publication, it struck me that a Lazard is as much required in New Brunswick as in England. If proof were required that "a little learning is a dangerous thing," it is most thoroughly exemplified in Mr. Brown's letter; he in my opinion, has been jumping Jim Crow long enough, and I have no doubt

the County is heartily sick of him; he does not hide from the Electors his qualifications, every time he addresses them he informs them that he is a capital ploughman; & every man to his right place,—let him return to the plough,—he will thereby confer a great benefit on his country, and his friends and constituents will respect him for it; but if he does go back to the plough, it is to be hoped he will stick to it.

Yours, AN ELECTOR OF CHARLOTTE.

Holloway's Ointment and Pills, wonderfully efficacious in Curing Disease of the Skin.—Thomas Hargrove, of Yarmouth, N. S., was for eighteen months a severe sufferer with sores on his face, hands, and various parts of his body, of a scrofulic nature, there were many things recommended and tried, but to no purpose. As the malignity of the disease did not in any way abate, he then commenced using Holloway's Ointment and Pills, and by persevering with them for several weeks, the eruptions have all completely healed, and he now enjoys the best of health.

### DEED.

On Sunday morning last, Sophia, wife of C. H. Rice, Esq., aged 49 years. Suddenly at his residence, Dumbarton, St. David's on the 6th inst. George Wilson, Postmaster aged 45. He leaves an affectionate wife, a large family and a numerous circle of friends to mourn his untimely decease.

## PIC NIC.

The beautiful grounds attached to the poor house are to be the scene of much pleasure and amusement on Tuesday the 31st inst. A "PIC NIC" is to be given on that day, to the Children attending the Roman Catholic Male and Female Schools in this town, by the officers of the Catholic Catechetical Society. Amusements of every description are being arranged.

A string band will be in attendance to enliven the proceedings of the day. The parents and relations of the children will of course be in attendance, as well as all others who take an interest in the instruction of our youth. Some 200 children are attached to those schools; and as the proceeds are intended to advance the efficiency of the schools, it is expected that a very large concourse of the inhabitants will be in attendance to participate in the enjoyments of the day. Tickets 1s 3d, to be had at the stores of Messrs D. Bradley, C. Bradley, and H. O'Neil, or at the entrance to the Grounds.

## Corn. Corn.

3,000 BUSHELS Indian Corn, in lots to suit purchasers. Apply to NEIL LACHAR, July 24, 1855.

## For Sale or to Let.

THAT valuable two story House, situated on the corner of King and Parr streets, at present in the occupation of Mr. Dennis Bradley, with the two lots fronting on King street, adjoining said house; or the House, and lot upon which the same stands, will be let, and possession given the 1st of November next. For particulars apply to ALEX. T. PAUL, St. Andrews, 24th July, 1855.

FLOUR, EX "UTICA" from Boston—Now Landing—60 Bbls. Fancy & Extra Superfine Southern Flour, Warranted fresh and good for family use. J. W. STREET, July 18, 1855.

GENEVA.—Direct from Rotterdam, via New York. 24 Pipes best Pale Geneva, "Anchor" Brand. For Sale low J W STREET, July 18, 1855.

Notice to the Public.

THE MAILS FOR ENGLAND will close at this Office on Sunday 15th July, 9 A.M., via Halifax; and via New York on FRIDAY the 20th, 6 A.M.; and on TUESDAY the 24th, 6 A.M., via New York. The Postage for the United Kingdom, via Halifax, is 7d the single rate, and via New York 1s. 5d, prepayment optional.

By Order, G. F. CAMPBELL, P. M. Post Office, St. Andrews, July 11, 1855.

## NOTICE.

TO BE SOLD, by Public Auction, on Tuesday the 14th day of August next, at the hour of twelve o'clock noon, at St. David, in the County of Charlotte, on the premises heretofore named, for payment of the Debts of the late AARON GRAY, of the Parish of Saint David, in said County, deceased, in consequence of a deficiency of the personal estate of the deceased for that purpose, pursuant to a licence obtained from the Court of Probates for the said County of Charlotte:—

ALL that FARM LOT on which the said Aaron Gray deceased lived, known as the southern half of lot number Five, granted to John Bamford and others, in the Parish of Saint David, aforesaid, in the County of Charlotte, and known as the Berry Farm.

JESSE CHRISTIE, Administrator. St. Stephen, July 2, 1855.



## PACKET

BETWEEN ST. ANDREWS, EASTPORT, AND GRAND MANAN.

The Subscriber, thankful for past favors (while Mail Contractor), respectfully informs the Merchants and other Inhabitants of St. Andrews, that he will run his Packet, **SCH. NELSON**, once a fortnight between St. Andrews and Grand Manan, touching at Eastport—and by punctuality hopes to merit a continuance of that patronage awarded to him heretofore. Passengers and Freight taken on moderate terms.

Orders left at the store of Messrs. Ode & Turner, will receive attention.

W. M. GATCOMB.

July 10, 1855.

## Steamboat and Railroad TO AND FROM Portland, Boston & St. John TWICE A WEEK.

THE favorite Steamer, **ADMIRAL**, Captain Wm. H. Brown, leaves Portland, every TUESDAY and FRIDAY Evening at 5 o'clock, or on the arrival of the 12 o'clock Train from Boston, for EASTPORT and ST. JOHN. Returning leaves ST. JOHN on MONDAY and THURSDAY Mornings, at 6 o'clock, for Eastport and PORTLAND, connecting with the half past 5 A. M. Train for BOSTON, and landing her Passengers in Boston by 10 A. M.

The Steamer **NEQUASSET**, Capt. T. Carey, will in future, connect regularly with the **ADMIRAL**, making the line complete to St. Andrews and Calais.

Fares as low as by any other line. Tickets to St. John, Portland, Boston or Montreal, can be had of

ROBERT STORR, AGENT, St. Andrews.

June 30.

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