SIR COLIN CAMPBELL.

The public have been under the impression that Sir Colin Campbell, who, in the Crimea has earned an imperishable fame, as leader of the Highland brigade, is the same Sir Colin who, at Waterloo, commanded the Royal Scots, and who, in 1840, was appointed Governor and Commander-in-Chief of Ceylon. It was an error, however, arising from similiarity of names, and almost identity of the early services of both officers. There is now but one Sir Colin Campbell in the British army, the subject of this biographical sketch, and he was not related to the deceased general, who was highly connected with the aristocracy.

The hero of the present war is the noble architect of his proud position, an eminence, based upon a well-fought field. He has sprung from the people, who, knowing the fact, will be doubly proud of him as doing credit to his order.

Sir Colin Campbell is a native of Glasgow, and is now in his 64th year. Unlike the book hero, there is a reality in a circumstance attending the marriage of his parents which interests far more deeply than the magic of romance. The mother was a Campbell of Ardnaher, in the island of Islay, having in her veins blood ancient of lineage. The intestine strife, however, which had raged in Scotland anterior to her birth, left nothing to her family but reminiscences of the past. At her father's death, the worldly gear was divided between herself and two sisters. Two brothers went into the army, and died in the service of their country, at an early age. The three Miss Campbells left the Highlands and sought Glasgow, as a place where their united industry, aided by a slender capital, might be turned to account. Shortly after sojourning in Glasgow, the mother of Sir Colin wedded a Campbell of that place, who being the son of a tradesman, was considered by her sisters, too lowly in blood for a Highland Campbell. Soon after the birth of Colin, and a sister, the father became embarrassed, the mother died, and was shortly afterwards followed by her husband. The two maiden sisters now took charge of the son and daughter, and lavished upon them every tenderness. Young Colin was in due time sent to the grammar-school and college, and his sister Miss Eliza Campbell, was carefully educated by the aunts.

At seventeen, it had become time for Colin Campbell to look out into the world. His aunts in their own quiet way, secured him his Majesty's commission, but the utmost they could add to it was his uniform. With a bold heart and a light pocket, he found himself gazetted, on the 26th May, 1808, an ensign in the 6th Foot. There was in full developement a war in all its phases—the battle-field was Europe, and Napoleon the great invoking spirit. He served in the Peninsula, fought at Vimiera, and was with Sir John Moore throughout his advance and retreat, and distinguished himself at the battle of Corunna, which secured for the remnant of our troops a retreat to our ships. After this he returned to England, went out with the Walcheren expedition, and bore his full share of its misery Few officers have been in more actions than Sir Colin Campbell. His services in the Peninsula, from 1809, to January, 1814, include the battle of Barossa, defence of Tarifa, relief of Tarragona, actions at Malaga, and Osma. On the 11th July, 1813, the Duke of Wellington issued a general order, inviting volunteers to lead the attack on San Sebastian, which was then being besieged, and Colin Campbell had the good fortune to be accepted, among many brave men, for that haszardous undertaking. He was one of those who, on the 17th of that month, led our troops to the assault on the enemy's outworks, and on the 25th he headed a column of the forlorn hope against the fortress itself. In this affair he was severely wounded through the left thigh and right hip. He fought also at the battle of Victoria, at the passage of the Bidassoa, and in the attack on the enemy's entrenched position on that river, he was shot through the right thigh. Notwithstanding the length and importance of his services Sir Colin's promotion was if keeping with that snail-like progress which marked the appreciation at head-quarters of our officers who had nothing beyond bravery to recommend them. On the 28th of June, 1809, he became a lieutenant; on the 9th of November, 1813, captain; and twelve years subsequently, on the 26th of November, 1825, he was made major. Seven years afterwards, on the 26th of October, 1832, he obtained a lieutenant-colonelcy, and was made colonel on the 23d of December, 1842, with the nominal rank of one of her Majesty's aides-de-camp.

He joined the 60th Rifles in America in 1814, and served there during that and the following year, and in 1823 assisted in putting down the insurrection in Demerara.

In China 1842, he commanded the 98th regiment at the assault and capture of Chin Kiang Foo, and for his services on that occasion he received the war medal.

The year 1848 brought work in India for our army. At this period it became too apparent that Shere Shingh and his father, Chettur Shingh, intended to renew their struggle for supremacy in the Punjaub. Accordingly, in the middle of November in that year, our forces were assembled at Seharun, where Lord Gough, the Commander-in-Chief joined it. He immediately conferred the command of a division on Sir Colin Campbell. At the battle of Chillianwallah, which was fought on the 13th of January, 1849, Sir Colin's division formed the left of our position. The disaster attending that action has never been imputed to any other than to Lord Gough's temerity in attacking without properly reconnoitring the position of the enemy. Lord Gough ordered Sir Colin to make a flank movement of his infantry division, and he did so under a terrible cross-fire from the Sikh batteries on his left, which had not been observed, owing to the hasty dispositions of the commander-in-chief. Sir Colin's advance was disastrous: the men were literally blown to pieces, so close had they got to the masked guns before the latter opened fire. Night closed the dreadful affair, leaving us a victory at the cost of 26 officers killed and 65 wounded, and a loss of 700 men killed and 1600 wounded. In this action Sir Colin was slightly wounded, and in Lord Gough's despatch his dauntless bearing was done full justice to. At Googerat, on the 21st of the following month, Sir Colin commanded the same division. This was a decisive action, which ended most brilliantly for us, by not only a defeat, but a total rout of the enemy. Sir Colin not only fought bravely with this division, but pursued the retreating enemy for some fifteen miles. The importance of this services will be seen from the fact of its leading to the surrender of 158 pieces of artillery and the submission of the enemy. Lord Gough, against whom an outcry prevailed as a rash general, redeemed himself by the affair, and he did forget to mention the part taken by Sir Colin in bringing about the result; and in 1844 he received the distinction of K. C. B. for his services. In 1851-2 he acted under Sir Charles Napier as Brigadier-general commanding in the Peshawur. He operated most successfully against the Hill tribes surrounding the valley, and took a leading part in forcing the Kohat Pass. He had repeated engagements with Momunds, but he conquered them at Punj Poo, at the head of a detachment of cavalry and horse artillery, his force being but some 1500, against over 8000 of the combined tribes. He was further, in 1852 at the head of an expedition against the Doubtmankbail and Ranazair tribes, whom he attacked and routed; after which he destroyed their fortified villages of Nowadund and Pranghur, and at Iskakote, where, after rallying with some 800 men, he, with 2000, utterly defeated them.

Returning from India he remained up to 1854 unattached. In the February of the last year he was appointed to the command of the Highland brigade in the eastern expedition. In June of the same year he was, with other officers, promoted to the rank of major-general.

When the allied armies attacked the Russians on the heights of the Alma, Sir Colin Campbell at a most critical moment, flew with his brave Highlanders to the assistance of the light division, who were then being fearfully cut up, in their ascent to the enemy's batteries.

When the army commenced the siege of Sebastopol, the defence of Balaklava was entrusted to Sir Colin Campbell. This being the basis of operations, the responsibility was great, and fortunately it was in good hands. On the 25th of October, 1854, the Turks, after having been driven in, left the whole brunt of the enemy's heavy cavalry on the 93d Highlanders, who had been drawn up by Sir Colin two deep in front of the approach to Balaklava. Some 1500 Russian cavalry observed this regiment by its "thin red streak, topped with a line of steel," and dashed down on it in the hope of cutting the brave Scots to pieces. Sir Colin Campbell, undismayed, coolly gave orders for the front line to "prepare to receive cavalry," and when the latter came within 150 yards, a rattle of Minie Musketry from the 93d sent death and terror into the Czar's troopers, who wheeled about and fled in the greatest disorder. After the battle when complimented in flattering terms by Lord Raglan for having achieved so much with infantry in line against cavalry, the veteran replied, "I did not think it worth while to form them four deep."

Since the important affair, Sir Colin Campbell has not been called into close propinquity with the enemy, their demonstration against his position on the 5th of the following month being but a mere diversion to their murderous battle at Inkerman. This brave officer, should the war become protracted, will, no doubt, further distinguish himself, and augment very considerably the high character he has already gained, for judgment, self possession, promptitude and prowess in a moment of the greatest difficulty, such as that of defending our position at Balaklava when threatened so obstinately on the 25th of October by almost overwhelming masses of the enemy. Sir Colin is a very popular commander. Scotland may well be proud of Sir Colin Campbell. He is one whose long and arduous services are adorned with true valour, and in him the country has a soldier, whose antecedents point him out as one qualified for high command, and second to none.

Yellow Fever is again prevailing to an alarming extent at the Island of St. Thomas.

EUROPEAN NEWS.

A Diplomatic Prisoner.—A correspondent in the East writes:—"A very yonng and pleasing Russian officer was lately made prisoner by the English, and by his engaging manners very soon became a great favourite. He is very accomplished, appears to have a good supply of cash, and with great dexterity avails himself of every opportunity to flatter the English; at the same time he cleverly takes every chance of insinuating something or other derogatory to the French; and evidently does all in his power to create a bad feeling between the allies; and with some skill shows what wonders they would do as allies, assuring his auditors that the Russians, to a man, are fond of the English. This gentleman has been sent to England. I have heard of several other prisoners who have acted nearly the same. It has often struck me, when in company with this sort of Russian prisoners, that they have been sent prisoners intentionally by the Russians for the purpose of creating a party in their favour in England."

Death Statistics of the War.—The death statistics of the war, presented by Earl Grey to the House of Lords, are indeed appalling. In the course of less than two years, at least 500,000 human beings have perished on the field of battle, in hospitals, or in nooks and corners where a homeless peasantry crawl to die, when war is raging around them. The variety and intensity of the pangs summed up in this brief statement of human suffering are such as defy the most vivid imagination to body forth. All must concur with Earl Grey in an ardent desire that a state of affairs so horrible should soon be brought to a close; but few will concur with the perverted reasonings which that wayward and un-English orator attempted to connect with these facts.—*Daily News*.

Exasperated State of Feeling in Poland.—Travellers who have arrived from Russia state that the frequent levies of recruits for the army have much exasperated the people of Poland, whose feelings are more than ever hostile to the Russian Government. A convoy of recruits from the Government of Wilna, who were lately proceeding to Warsaw, under a strong escort of Cossacks, disarmed their guard, and then dispersed about the country in every direction.

No operations of importance have yet taken place in the Baltic. The latest accounts state that the fleet was at anchor 16 miles below Cronstadt, and that the general state of health in the fleet continued to be satisfactory.

An Incident of the European War.—The Buffalo *Commercial Advertiser* of the 12th inst. gives the following extract from a private letter from an officer in the Crimea to a citizen of Buffalo:

A curious thing occurred yesteday. A sapper was brought from the trenches with his jaw broken, and the doctor told me, there was a piece of it sticking out an inch and a half from his face. The man said it was done by a round shot, which the doctor disbelieved, but the poor fellow insisted, and said: "Yes, and it took off the head of the man next me." This was conclusive, and the surgeon proceeded to remove the bone; it came out quite easy, when the doctor said to the man, whose face appeared to preserve its form pretty well: "Can you move your jaw?" "Oh yes, sir," was the reply. The doctor then put his finger into the man's mouth, and found the teeth were there, and at length assured the soldier that it was no jaw of his that was broken, but that of his headless comrade, which had actually been driven into his face, inflicting a severe but not dangerous wound. Upon this the man's visage, which had been rather lengthened, rounded up most beautifully.

Fall in the Price of Lodgings at Paris.—Already the price of lodgings has fallen nearly fifty per cent. The exhibition fever is abaiting. The pulse of Paris beats more quietly. Two months ago a gentleman, owning property, on the Avenue d'Antin, required 150,000f. for his house during the Exhibition time—be subsequently let it for 50,000f. Hotel proprietors who, ten days ago, asked 15f. per day for the most modest quarters, are now content with 8f. for the same accommodation.—*Correspondent of the Daily News.*

Public Feeling in Italy.—There is a suspicious move throughout Italy. The Pope, it is reported, declines to trust himself in Rome, where he was to return this week, and purposes, to remain for the present at Castle Gaudolfo. Beacon fires, as in 1820 and 1848, have been seen at night on mountains near Radicofani, communicating with others near Monte Fiascone and Viterbo, on the Roman side, and again with Volterra, and on the Appenines above Lucca and Massa, northward. The withdrawal of the Austrian troops from Tuscany, the junction of the Sardinian army with the Allies, and the sight of the Italian tri-colour on the Mediterranean waters, in honoured alliance with the two great nations France and England, have assuredly given an impulse to those who honestly desire to follow the example of constitutional Sardinia —Italian correspondence of the *Presse*.

A Mystery Solved.—Some of our readers may remember hearing of a nine days' wonder that was observed near Exeter, during the severe weather of last winter, in the shape of marvellous "footprints of creation" traceable in the snow. The enlightened spiritual subjects of Bishop Philpotts taxed their wits sorely, but in vain, to determine the kind of animal to which the feet must have belonged; and would seem to have had a startling suspicion that it could be "neither brute nor human, but a ghole," or haply a being of still less attractive character. It turns out that the mysterious footprints were those of a *badger, Scottice, a brock*, driven by the severity of the weather the weather from its usual retired haunts in quest of food!

New Railway Break.—A new Railway break has been invented by Mr. Miles.—The arresting power is disturbed over the entire train, instead of being confined to one or two carriages, as it is now, It was tested on the Hereford and Sewsburg line; a train going at the rate of forty miles an hour was stopped on 300 yards, usually requiring, with the ordinary breaks, 1600 yards.

UNITED STATES.

Late Outrage on the Western Railroad.—A fiendish attempt at murder and robbery was made on Tuesday night by some unknown ruffians, by placing obstructions upon the track of the Western Railroad, with the design of throwing the cars off the track, and in the ensuing confusion, natural to a great disaster, to rob the express car of twenty-one kegs of specie, which was in the cars of Adams & Co.'s express, and intended to be shipped by yesterday's English steamer. The kegs contained about $800,000 in gold, and were guarded by Messrs. John Hoey and A. A. Hobart, Express Messengers of Adams & Co Mr. Hoey gives the following account of the disaster:—

"The train was about two miles beyond Worcester, going at the usual rapid rate, when the engineer, Mr. Fenno, suddenly discovered an obstruction in his path, consisting of some five or six large stones, which after the rails had been pried up, had been placed underneath in such a way as to render it impossible for a coming train to escape being thrown from the track. Mr. Fenno did not see the obstruction in season to blow his alarm whistle, but he immediately reversed the engine, and in that way prevented some of the force of the blow. As it was, the crash was terrible, and was distinctly heard at Worcester, two miles distant, so that a messenger instantly started for the scene of the disaster.

Where the engine, Olympus, struck the obstruction, it was with the baggage car and all the passenger cars, thrown from the track, which was torn up several hundred feet. The engine ploughed along for some distance and was finally thrown sideways into a ditch, the engineer holding on, to the last moment; he escaped with some severe cuts. The fireman was also badly bruised. In the baggage car, there were six persons including Mr. Hobart, of Adams's Express, Mr. Hoey, Mr. Stebbins, the baggage-master, two passengers and a brakeman. The connection of this car, after it had been dragged roughly along, was broken, when the engine was thrown into the ditch, and it was forced violently to the other side of the track, rolling, once completely over and breaking to pieces, the roof being forced off. This car was filled with baggage, together with the kegs of specie, which were thrown violently about, and the inmates of the car more or less bruised, some being hit violently but no one was seriously injured.

The specie was scattered about in various directions, and after a lengthy search was all safely recovered. The front part of the first passenger car was broken in by the force of the collision, but fortunately the passengers who occupied the seats had rushed back, so that no one received a serious injury; the great strength of the cars probably preventing a more general break-up. The trucks from two of the passenger-cars were, however, torn off. Mr. Hobart, the conductor, managed matters with much coolness, proceeding at once to Worcester for aid. A train was obtained, and all the passengers and baggage were safely landed in Boston.

A freight train passed the spot not more than an hour before, when all was right. The stones, apparently, had been recently taken from the ground. It was also discovered that an engine at the depot in Worcester, had been, in the absence of the engineer, tampered with, to prevent, as is supposed, its being sent to the aid of the disabled train, but this attempt was a failure from ignorance, probably, on the part of those who attempted it.

Among others on board the train, and in the first passenger car, was the Mayor of Springfield. He states, that after the crash he felt the cars jumping up and down. When the motion ceased he found that he was sitting upon the floor of the car, the seat having been torn from under him. As he looked round, he saw a number of bloody noses and bleeding faces, but found no one who was seriously hurt. There were about 150 passengers on board the train."—*Boston Chronicle June 7*.

A great number of extortioners and forestallers are afloat in New York, and creating a great monopoly in potatoes.