hands them the charmed cup which renews their strength. Lord Raglan welcoming him as a guest would make a pretty picture enough; but one would rather see him among the sick and shrunk soldiery, who say that his is the true medicine, and that he is worth all the physicians put together.

Not far from the spot, down in the harbor below, there is a spectacle which assuredly was never seen before—the returned prisoners and deserters sent into Sebastopol. The sending those men back has been a severer blow to Russia than taking any number of new prisoners. Those poor wretches cannot be prevented from telling what it is fatal to the Czar that his people should hear. They tell that the British soldier is a man, and no slave. They tell that no one in all that army has been taken from home against his will—that no one of those tens of thousands has been dragged from his sleep at midnight, bound and shaven, and driven to the war like a beast to the slaughter—that every man of them considers himself of the same species with his officers and his Sovereign—that every one may speak what he has to say, and lives under the protection of law, and the law of kindness. They tell that priests are in the camps of the Allies,—levying no tax, uttering promises instead of threats, and driving away their own comforts to sufferers, instead of pilfering for their own profit, like the Popes of the Greek church. They tell of the solemn Sunday services in the infidel camps, and what the clergy say and do at the beds of the dying. If what these men say has reached the army in more must it have spread in the other direction—into the provinces of Russia.—The insurrection in the Ukarine is not put down. On the contray, it is spreading so that the landowners are hastening to Warsaw, to be out of the way of the impending vengeance. The serfs are having their turn first, at the hands of the exasperated peasantry, and the nobles know that they must escape before the serfs have done with the clergy, or meet a fate too horrible for the mind's eye to dwell steadily upon it. It is enough to know that, without any effort on our side, the seeds of disaffection are carried from our camps into the dominions of the enemy, and that the ideas and feelings sent forth into the heart of the hostile empire seem likely to do more for the success of the right than all the material projectiles which we send to burst on the devoted city. No group in that city can present a more striking spectacle than those which cluster round the returned prisoner, listening with amazement to his report of what the impious invaders are really like.

CANADA.

NIAGARA SUSPENSION RAILROAD BRIDGE.

This work continues to give the fullest satisfaction. Its length from centre to centre of the towers supporting it, is 831 feet 4 inches. The width of the bottom, which is for common travel, is 24 feet, and of the upper 22 feet, the whole forming a kind of box 18 feet deep. The two floors are connected by truss-work. This gives the bridge the advantage of the tubular plan. Mr. Roebling anticipated a depression in the centre at the time of the passage of heavy trains, but never, has, has turned out to be rather less than was expected. The yield under an engine and tender weighing 47 tons, was five and a half inches; and under a train the length of the bridge, weighing 326 tons, it was hardly ten inches. This is considered to be superior to any other bridge which gave three inches on a 400 feet span under a weight of 300 tons. On the load being removed, the bridge immediately resumes its former position. As to the lateral motion, Mr. R. states that such a thing is hardly perceptible. "Sitting upon a car which passes one of the towers of the Niagara bridge during the passage of a train, moving at the rate of five miles an hour, I feel less vibration than I do in my brick dwelling at Trenton, N. J., during the rapid transit of an Express train over the New Jersey Railroad, which passes my door within a distance of 200 feet." Even this slight motion is not felt by the cables on the land side of the towers. A number of loaded teams passing, it is said, produce more motion than results from the transit of a train at the authorized rate, 20 miles an hour.

To secure horizontal stability, the upper cables are suspended at a considerable inclination, and have powerful lateral bracing.

The means used to make this work serve for railway traffic, are *weights*, *girders*, *trusses*, and *stays*. "With these any degree of stiffness can be insured to resist either the action of trains, or the violence of storms, or even hurricanes; and in my locality, no matter whether there is a chance of applying stays from below or not."

Weight alone is insufficient, and is considered to have been the cause of the falling of the Wheeling bridge. The girders which are made of timber serve to distribute the pressure of concentrated loads. Without these the trusses would prove totally insufficient. By means of the truss-work, a weight on any given point is spread over 40 ft. in length. The stays are applied to both the upper and under sides of the bridge. There are 64 of those on the upper side consisting of wire-rope 1¾ in. diameter, which are equally distributed along the cables. These are secured to the saddles on top of the towers. The number of stays attached to the underside is 56, which are securely fastened to the rocks. The aggregate weight, or force exerted by these is about 100 tons, varied somewhat by the seasons. These are designed to resist the force of winds.

The anchorage for the chains was formed by sinking 8 shafts into the solid limestone from 18 to 25 feet deep, according to the character of the rock. The bottom was widened to a chamber 8 feet square. Into this was lowered a cast iron plate, 81 inches square by 2½ inches thick, strengthened with eight heavy ribs. This plate rests either against the solid rock *above*, or is built in with solid masonry. The chains fastened to it are composed of nine links, each seven feet long, except the uppermost which is ten feet. The first link consists of seven bars of the best Pennsylvania or Ulster iron 7x1.4 inches. As the links approach the surface they are made to increase in solidity. Their ultimate strength is reckoned equal to 11,904 tons, and their whole length is enclosed in masonry.

The base of the towers, which rests upon solid rock, is 60x20 feet. After rising to the height of the lower bridge an arch is driven through this to admit the ordinary travel. The towers are continued to a point 60 feet above the railroad track, and are 15 feet square at the base, and 7 feet at the top, built of lime stone. The upper courses are dowelled. These towers are calculated to support a weight of 32,000 tons without injury. There is no lateral presure exercised upon them. On the top of each column a cast-iron plate 8 feet square by 1½ inch thick strengthened with fiangcs, was laid down for the reception of the saddles. These rest on ten cast-iron rollers 5 in. in diameter, and 25½ inches long. The object of these rollers is to admit of a slight movement of the saddles, whenever the equilibrium of the cables might be in any way disturbed. This, however, is so slight at all times as to be hardly perceptible.

The cables are four in number, each ten inches in diameter, and composed each of seven strands of 520 wires, No. 9 guage. The construction of these was effected by Mr. Roebling's own machinery, and under his immediate observation. The wires were subjected to the strictest tests, and thoroughly coated over with linseed oil and paint. The weight which these wires are calculated to bear is 23,878,400 lbs, or 11,939 tons of 2,000 lbs, which is independent of their united effect. The weight of the bridge with an ordinary load does not much exceed 1,000 tons.

The cost of the whole work will not exceed $400,000.

Mr. Roebling considers that more danger is likely to result from the trottting of 20 cattle or horses over the bridge than from the passage of a railroad train at the rate of 20 miles an hour. Public processions marching to the sound of music, or bodies of soldiers keeping step will produce a still more injurious effect.

The trains of the New York Central and the Great Western roads have been passing over it since its opening, and averaging 30 trips per day.

The above facts are taken from a final report of this work made by the celebrated Engineer under whose superintendence the work was constructed. We trust that the great question of the practicability, safety, and durability of suspension bridges is now settled. If this great work succeeds in meeting the expectations of the community, as we trust it will, the name of ROEBLING will stand second to none of our great men.—*American Railroad Journal.*

TREATMENT OF BRITISH PRISONERS BY THE RUSSIANS.

The *Munster News* gives the following instance of the barbarous treatment of their prisoners by the Russians, furnished by a correspondent at Miltown Malbay on the coast of Clare:

A young man by the name of Josiah Kingcome, son of the chief boatman of the Freagh Coast Guard station, had been many years serving in the navy. He and seven others were taken prisoners by the Russians, and marched to St. Petersburg. They were obliged to wear clogs for shoes, and walk in the degrading spirit of convicts. They were driven to and fro in the Russian territories held up to the scorn and redicule of the natives, now obliged to carry a begging bag, again forced to perform a journey of 21 miles a day, and sleep in prisons by night. The unfortunate captives travelled in all 7,000 miles, and slept in 180 prisons.

Their food was black bread and salt—their allowance was 3½d. per day. At length the government came to an arrangement with the British authorities, and agreed to exchange the captives for an equal number of Russians. Poor Kingcome arrived in England all but dead. He was a brave and manly fellow—he sought his afflicted parents at Freagh, and after he had been restored to perfect convalescence, he went off to the war again.

Some extensive post office robberies have been discovered in Cork, and a man named Hunter is in custody charged with the offence.

EXTRAORDINARY HAIL SHOWER.—On the 14th of June, (writes a Portadown correspondent), a soaking rain set in and continued all that night and Friday morning, when about 11 o'clock a mighty sheet as it were, of hail descended all at once from the sky, covering the ground several inches deep. The fall continued about 20 or 25 minutes, when it ceased, and the sky became clear and blue again. Such a thing has not been surpassed in the memory of that worthy personage, "the oldest inhabitant." The scatterment of men, women, and children, in the fields, could only be compared to what may be the effect of the bursting of a flight of shells on the Crimean trenches. The hailstones were as large as pears, and on their melting, which they did soon, left as their substitute on the ground the thickly strewed blossoms of many a fine hawthorn denuded of its snowy bloom.—*Newry Telegraph.*

IMPROVEMENTS IN IRELAND.—The Dublin correspondent of the New York Times speaks in exulting terms of the improvements in Ireland. He says that agitation has ceased from one end of the Island to the other; that chapels and churches and schoolhouses and comfortable dwellings are multipling; and so encouraging is the process of amelioration, that those who have left a few years since will, on their return, five or six years hence, scarcely be able to recognize the country.

CAUGHT A TARTAR.—Rev. Dr. Tying, Rev. T. L. Cuyler, and other leading temperance men in our City, were, a short time since, subpoenaed to appear in the Tombs police court, at which they knew nothing about; done, it was supposed, by the liquor sellers, to vex and worry them. They there had to remain, for no purpose, amid a vile company of liquor dealers and their victims for the space of two hours; and whose men little knew what they had caught. The next Sabbath Dr. Tying gave his people a description of the horrid and pitiable scene; and said that if he was ever stirred up to fight this legion and destroy its power, it was now after witnessing this spectacle. And Mr. Cuyler gave through the public prints a description of it which will probably make them careful how they subpœna again. We quote the following from Mr. Cuyler's description.

"While we were waiting for the Magistrate to acknowledge his presence and assume again the vacant bench, several ready-made and completed specimens of the liquor manufacture were brought in by the police for commitment. One was a raving wretch, who wore the tattered remains of a female dress—the last semblance of womanhood. She screamed and swore at the officers with horid profanity, and every new sally of her blackguardism was received with great gusto by the assembled mob of idlers. Just before me crouched a poor remnant of a woman; on one side of her sat her child, and on the other a sottish husband, whose rags she was endeavoring to hold together—the lingering instincts of decency not yet crushed out of her. As I watched her patient efforts to hide his shame, I bethought me of many another wife and mother in high circles who have labored long at the same melancholy office, and laboured too in vain. Over in one corner of the room sat the most frightful caricature of humanity I ever encountered.—He bore such a resemblance to Cruikshank's celebrated picture of the maniac drunkard in his bottle sketches, that I was startled.

It is with extreme regret that we have to record a melancholy accident, by which one of the younger children of our respected fellow-citizen, Mr. John Barnes, Master Mason of this city, came to an untimely death, on the evening of Friday last.

As the circumstances have been stated to us, the poor child had passed through an attic window, to the roof of the house, and sliding down rapidly, was precipitated to the ground, a distance of nearly thirty feet, falling upon a heap of stones and rubbish, and receiving injuries which caused death shortly after. We sympathise with the bereaved parents in their deep affliction.—*Halifax Sun.*

The Great Panorama of the Russian War, which has been on exhibition in Canada, and is highly eulogized by the Provincial Press generally, is expected to be presented to the Public of St. John, N. B.

A GREAT WEDDING.—There is to be a Grand City Wedding early this month, as we see by statements in and out of the city. The bridegroom is said to be a wealthy Louisiana Sugar Planter, named Mitchell, and the bride a daughter of Judge Concklin, late U. S. Minister to Mexico, and previously U.S. District Judge of the Northern District of New York. The bridegroom is expected here by the 12th. inst, and the wedding parties and wedding will be upon the most magnificant scale. We are told that 2000 invitations are out, and that St. Nicholas Hotel has been secured for four days, at $2000 a day. A numerous and brilliant party of bridesmaids and groomsmen are also invited.—*N. Y. Express.*

NEWS BY THE ENGLISH MAIL.

Progress of the War.

Latest Telegraphic Despatches.

WAR DEPARTMENT, July 6.

Lord Panmure presents his compliments to the secretary of the Magnetic Telegraph Company, and has great pleasure in transmitting the enclosed intelligence, which has reached him from General Simpson :—

CRIMEA, 4th July. 6.30 p.m.—Nothing of importance has occurred since my last. The French works on the right are going on well. The health of General Eyre is re-established.

PARIS, July 6.

The *Moniteur* has the following despatch from General Pelissier :—

CRIMEA, 4th July, 10.30 p.m.—There is no change in the position. The health of the army continues to improve.

BURIAL OF LORD RAGLAN.

The *Moniteur* announces that Gen. Pelissier has addressed the following despatch to the Minister of War :—

"CRIMEA, July 3, 4 p.m. The last duties have just been paid to Lord Raglan by the two armies, with all the pomp circumstances permitted.

"Our works progress satisfactorily.

"The health of the troops has improved."

RUSSIAN REINFORCEMENTS.

The *Freudenblatt* of Vienna, states from the Crimea, that Prince Gortschakoff has sent 24,000 men more, and that he has reinforced General Liprandi's corps with another division.

DEATH OF LORD RAGLAN.—In a late edition last week we announced the distressing intelligence of the death of Lord Raglan having reached England It was previously known that he was ill,—had been attacked with dysentery, and every one felt that at his age,—sixty-seven,—his life hung by a thread. The thread broke, the spirit has fled, and Lord Raglan belongs to the past—to history.

Many of the faults which Lord Raglan committed—and who has not committed faults?—will be lost sight of in sympathy for the fate which has overtaken him. Death disarms illiberal criticism, and Englishmen are always more disposed to forgive faults of the head than the heart. Lord Raglan was not a Wellington nor a Napoleon, nor even a Soult. He was a high-born gentleman who had seen Peninsular service, was the personal friend of the greatest soldier that ever lived, and was fortunate enough to induce those to believe who had the giving away of great appointments that the mantle of military genius had fallen upon him. Poor fellow—he lived long enough to undeceive the world.

The *Sacramento Union* Lord Raglan is stated to be General Simpson,—an Indian officer, of whom little is known, but what *is* known is favourable. It is gratifying to find that his elevation is exclusively due to his merit, and the late Sir Charles Napier,—an excellent judge of character, and sometimes cruelly of a soldier's character,—pointed him out as the ablest man in the Indian army. That General Simpson has no aristocratic connections is presumptive proof that the selection has been purely made. We hope the man will justify the selection. He has before him what all soldiers covet, if he can bring them to account—fame and fortune, glory here, imperishable renown in the future. These are worth prizes contending for, and if Gen. Simpson is not able enough to grasp them, there are soldiers, we think, in the Crimea, who would do so, under the favor of Downing-street.

THE LATE LORD RAGLAN'—The *Dikly News* says it is understood that the Emperor of the French has written a letter to Lady Raglan, in which more than ordinary feeling is displayed.

THE RUSSIANS ON THE HANGO MASSACRE.

The correspondence between Admiral Dundas and the Russian General, de Berg, on the Hango affair, is given in the second edition of the *Times*. The General defends the attack on the Cossack's boat on various grounds.

The white flag was not seen. Vessels wishing to enter into a parley should he says, hoist a white flag of large dimensions, anchor beyond long range, and await a boat to receive their message in writing. Flags of truce have been abused by the English to take soundings and make explorations. Loaded arms were seized in the Cossack's boat, 300 cartridges, and a chest of incendiary articles.

General de Berg mentions the case of an English boat landing on May 25th, with a little white flag, near the village of Swerminne, and not finding troops stationed there, the crew set fire to some huts and boats, despite the white flag.

THE BALTIC.

DANTZIC, July 5.—The Bulldoghas arrived with the mails. The fleet was lying off Cronstadt. Admiral Baynes and his squadron were at Nargen.

FRANCE.

PARIS, June 5.—The Legislative Corps voted to-day, the bill relaitve to the loan of f750,000,000,