

The Bishop of Winchester has licensed the Rev. James O. Millar, M. A., late of Edinburgh to the perpetual curacy of Elson, Alderstokey.

DEATH OF THE REV. JAMES DUFF, LATE OF NEWSBYNIE.—We regret to record the death of the Rev. James Duff, A. M., which happened last week at Mains of Auchindachie, near Keith, the residence of his brother.—This rev. gentleman discharged the office of parochial schoolmaster of Urquhart, in this neighbourhood, for many years, and from 1847 to the death of the Rev. Alex. Simpson in 1852, he officiated as assistant minister in the parish of Newsbynie, where he was very much beloved. Latterly he obtained an appointment as a minister of the Church of Scotland in Nova Scotia, where he remained some time, but failing health compelled him to demit his charge and return to his native country. For the last eighteen months he has resided in the parish of Keith, unable to discharge clerical duties. He was cut off by repeated attacks of paralysis.—*Elgin Courier*.

REVIEW OF THE PAST MONTH.

The month of October, 1860, will long be memorable in the annals of Presbyterianism in Nova Scotia, from the union which was then consummated between the two religious bodies known as the Presbyterian Church of Nova Scotia and the Free Church. The circumstance itself was one of the deepest interest, and we can easily conceive that the feelings of members of both bodies on that day would be of no ordinary character—high hopes mingled with some fears. The united body, it is said, will consist of about eighty ministers, in almost equal proportions of Secession and Free Church. We believe that among the former body the desire for union was quite unanimous, but a very considerable portion of the people of the Free Church are at present very strongly opposed to it, and what their future action may be it would be difficult to say; but unless some arrangement can be come to which will be agreeable to all the people of both bodies, it would perhaps have been better to have been delayed a little longer. The thing, however, has been done, we presume, for better or worse, and we can only hope that the cause of religion will be a gainer thereby. Of this time can be the only true judge.

The Tri-Centenary was celebrated by the united body on the 5th of October, in Pictou, when a number of papers bearing on the subject of the Reformation from Popery was read by various ministers. We trust that the celebration to be observed by our Church on the 20th December will be made worthy in every respect of the occasion.

It must be matter of great gratification to every British subject whether in the colonies

or the mother country that the reception of the Prince of Wales in the United States has been almost, if not altogether, as much an ovation as in the British Provinces. No event has happened since the Declaration of Independence which will have so marked and abiding an effect in smoothing down the jealousies, and drawing more closely together two great and kindred peoples. This visit will be an epoch in the history of both nations, and we are sure it will be one which will be looked upon by both with feelings of pride and pleasure.

It is said there is now a strong probability that the Republican party will be victorious in the approaching Presidential contest, which means that slavery will not be allowed to pollute at least any greater portion of the United States' territory. We can only hope that this prospect may be realized.

Storms of unprecedented violence have lately taken place all along the American coast, attended with great loss of life and property. The shipping along the coast of New Brunswick and Prince Edward Island has suffered very severely.

Another of those fearful casualties has taken place at sea which every now and then we have to record, the loss of one of those magnificent steamships which now almost daily cross the Atlantic. The "Connaught," a new ship of the Galway line, sprung a leak off our shores, and afterwards took fire, with nearly 500 souls on board, who were providentially saved by means of a schooner. The "Connaught" was an iron boat, divided into compartments which seem to have been of no manner of use in helping to keep her afloat. Not one of the numerous Trans-Atlantic companies but has lost several vessels, all but the Cunard, whose certainty and safety appears almost miraculous—but which to a very large extent must be attributed to the experience and care of their commanders. Within a comparatively short period the Canadian Company has lost the "Indian" and "Hungarian." An American Company the "Franklin" and "Humboldt." The Collin's line the "Arctic" and "Pacific," and a Glasgow company the "City of Glasgow," the "City of Manchester," and we think another. The Galway line has perhaps been the most unfortunate of all, though it has only been a short time in existence, if we mistake not it has lost three fine steamers. Indeed crossing the Atlantic is by no means so very safe as is generally supposed, for we see it stated on the authority of published statistics, that one person out of every hundred that crosses the Atlantic by steam, perishes by fire or water. This is a ratio immensely higher than the worst constructed American railway.

In Europe, the all-absorbing topic is still the Italian Revolution, which every day is putting on new phases and wearing new aspects. Garibaldi, it is true, has found no great difficulty in conquering the kingdom of