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THE CHRONICLE.

SAINT JOHN, NOVEMBER 28, 1845.

THE English Mail, 4th November, arrived in this city on Monday morning; the news by which will be found of an interesting character. The steamer brought 83 passengers.

We have made the subjoined extracts from papers received by this arrival:

ALLEGED DISSENSIONS IN THE CABINET.—Some of our liberal cotemporaries are twaddling about imagined dissensions in the cabinet. Their inan ties bear marks of that elaboration, which is indispensible to render absurdity at all plausible. We are told that "the Duke" and Sir Robert Peel represent two conflicting sections—the former leading the "no surrender" party, and the latter, the more "practicable and governing portion" of the cabinet. Statements of this kind are easily traced to the idle malice of opponents, deprived of all ground for expecting a political change in their favour, and therefore prone to the petty revenge of such weak inventions. To fix upon the Duke as leader of the impracticables is the most unlucky selection that could be made. What single action of his, since the formation of the present Government, gives the smallest countenance to the aspersion? Those ministerial measures, financial and political, which excited the greatest diversity of opinion among conservatives have been supported by the Duke in the House of Lords, with the utmost decision of character. If there be obstructive conservatives, depend upon it they have no hope in the Duke of Wellington.

THE POTATO CROP IN IRELAND.—An official letter from the Lord Lieutenant's Secretary, in reply to a letter on this subject to his Excellency from the Mayor of Cork, says:—"The attention of the government has been for some time directed to the state of the potato crop in this country, and his Excellency has already caused the fullest inquiry to be made in every district in Ireland respecting the disease which is unfortunately found to exist in the potato. His Excellency trusts that the crop may be but partially affected, and has directed that inquiries be continued, and further information furnished from time to time, to the government, both as to the present state and prospect of this crop." The Board of Guardians in the different districts are engaged in searching inquiries and in superintending experiments in the hope of counteracting the disease. The following may be taken as a specimen of the proceedings of the Boards on this all absorbing subject:—"At a meeting of the Fermoy Board of Poor-law Guardians, on Wednesday, the Earl of Mountcashel and other landed proprietors attended. Several land owners and land stewards gave in reports of the disease in the potatoe crop, showing that the injury varied from two thirds to one-third of the entire, and that great alarm prevailed throughout the country. Several gentlemen suggested modes of saving the sound portions of the potatoe by kiln drying and other means. Lord Mountcashel moved that an address be forthwith prepared and forwarded to the Lord-Lieutenant, relative to the threatened famine, and bringing before his notice the great exportation of potatoes going on. Capt. Collis seconded the motion. A committee was then appointed, by whom a memorial was then drawn up, which was adopted by the Board. The memorialists suggest to his Excellency 'whether some *interference as to the laws affecting the import and export of corn may not be desirable in the present emergency*, and whether the consumption of corn in distillation may not require some check at present.'"

FAMINE IN IRELAND.—Ireland is threatened with famine; not merely that periodical dearth between the potato crops every year which puts a third part of the people into a state of destitution, but a failure of the potato crop itself. The cause is a strange disease which has prevailed, this season, both in Europe and America. At first it was thought that Ireland, by a providential singularity, had escaped; but the sole source of that hope seems to have been the general ignorance of the people in the country as to the nature of the disease. A gentleman, who was told by the people that the roots were all light, found that, on the contrary, they were extensively infected. Suspicions having got abroad, inquiries have been instituted far and near; and the result of the examination is very alarming. Mr. Dillon Crocker, who appears to have made a tour of inspection under some official authority, reports that in Tipperary and Cork the disease has made fearful ravages. In Wexford, "the failure in the crops has been awful"; "God alone can tell how all this will end. In Ulster, the state of the crops is reported by the *Northern Whig*, to be "very bad": the disease is spreading and in some districts it has destroyed one fourth or even one third of the crop. Every day brings to light the ravages of the disease in some district which had supposed to be exempt. The consequence of such a failure of the staple food in Ireland are terrible to contemplate.

Some cast an anxious glance beyond the present season to the next; reflecting how the tainted potatoes can only furnish an infected seed that will propagate the disease. It is suggested, that perhaps the potato has degenerated in Europe since it was introduced from America by Sir Walter Raleigh, and that it would be well to procure fresh seed from the region where it is indigenous. That region can scarcely be ascertained; for the precise spot whence the root was brought is not recorded, and we believe that the plant is not now known to be found wild even in its native continent. The disease, too, which has been taken as a sign of degeneracy, is not unknown in America. Nevertheless, the plant may have degenerated less in the New World; and the experiment of importing fresh seed-roots is no doubt worth a trial.

Meanwhile, the pressing consideration is the immediate want which is threatened. The political incidents of a famine in Ireland—the turbulence, violence and rapine—are by no means the worst part of the picture; the direct physical sufferings—the starvation, disease, and death, falling on a people at large—are the real horrors. It is scarcely possible, however, that they can fall unmitigated; should the fears respecting a failure of the potato harvest prove correct, Government will of course take some steps; and one of the plans that most rapidly suggests itself is a repeal of the Corn-laws so far as they relate to Ireland: the vast extent of railway projects promises to relieve Ireland of some surplus labor; and the introduction of wheat, flower and maize at American prices, might help much to blunt the edge of the famine.

Freeman, the American Giant, died in Winchester Hospital on Saturday last.—He was 28 years of age, and measured, when in health, six feet ten inches, his size being proportioned. He died from consumption, and was buried in the Winchester Cemetery. Freeman was known in the prize ring as the opponent of the Tipton Slasher. Caunt, the pugilist, followed the body to the grave as chief mourner.

THE AFRICAN FEVER.—SHEERNESS.—The fever has again made its appearance on board the ill-fated *Eclair*, dooming her people to still further imprisonment on board their respective hulks,—the more to be regretted as all were in hopes of being admitted to *pratique* on Saturday.—The disease has shown itself in the person of the boatswain's mate, superintending the Kroomen in clearing out, the hold of the Eclair, one after the other having been attacked with the usual symptoms of the fever, but in a slighter degree than in former cases. One was attacked on Tuesday the other on Wednesday; both are now doing well. It was expected that the Eclair would have completed clearing out to-day, the tanks having been partly got out yesterday. The above cases annul the opinion of the contagionists, and show clearly that the disease has been generated in the vessel itself.

Accounts have been received of the total loss of the barque *Mary*, from New South Wales, for London. She sailed from Port Jackson, on the 24th May, when the wind being favorable, a passage through Bass's Straits was attempted, but as it veered to the westward all hopes of going by the Cape of Good Hope were resigned, and in putting the vessel about, at about quarter past eleven o'clock, she missed stays and struck on a reef. In a few minutes she became so completely shattered that the mainmast dropped through the bottom. The only boats available were the whale boat and the long boat, the former slung on the quarter, and in these the passengers and a portion of the crew contrived to cram themselves. The fore and mizen masts next went by the board, and no hope was then left of launching the whale boat; but fortunately the ship broke up and threw her stern foremost into the sea, when it was found that both plugs were out of her bottom, and she was rapidly sinking. The holes were eventually stopped by the sleeve of a shirt, but having only one oar they could not get under way. About this time a seaman swam from the ship with another oar, when, from the cries (supposed from the long boat) they proceeded in search of her. On a portion of the wreck they found twelve of the crew and Mrs. Evans, who alone had been miraculously saved from the long boat, which had swamped, but had lost no less than six of her children. From the wreck they obtained five oars, and, with the assistance of some calico formed into sails, they reached Hinder's Island on Sunday night, where, for some days they subsisted on fish. The captain and two men proceeded in search of the settlement, and were most kindly received by Dr. Milligan, who immediately dispatched a supply of provisions to the sufferers, 42 in number, who afterwards proceeded to the settlement. The following is a list of the parties lost:—Three daughters of Mrs. Newby, one servant, Mrs. Turnbull, Captain Collin's two daughters and maid servant, Sarah Foulkes, six children of Mrs. Evans, Mr. Heath and two children and Mrs. Gray. Total 17. As not a single article of any kind was saved a subscription, which had been liberally responded to, had been set on foot for the sufferers, and an inquiry as to the sea-worthiness of the vessel was about to take place, it being asserted that she was making six inches of water per hour at the time of sailing.—*Liverpool Albion.*

DISTRESSING ACCIDENT WHILST BATHING.—On Wednesday at noon several of the pupils at Dr. Cowan's Academy, the Grange, near Auckland, proceeded to the South Sands to bathe. There were thirty-eight boys accompanied by four tutors, three of whom bathed, and the others stood on shore. Two of the youths, named Archibald Baird and Rennie, were taken off their feet by a heavy sea, and swept out by the current; on their perilous situation being observed by Mr. Special and Robert Baird, they hastened to the assistance of their friends but having also got out of their depth, and being unable to swim, their efforts were unavailing, and unhappily all were drowned. Mr. Wilson, one of the tutors, was teaching some boys to swim at a short distance from the spot, and on learning the painful intelligence he instantly went to the place, and succeeded in conveying Rennie out of the water. The professional services of Dr. Brown and Mr. William Dixon were promptly rendered, and every means of restoring animation adopted, but life was extinct. Immediate measures were then taken for obtaining the bodies of Mr. Special and the two Bairds, and the same night they were found. The latter, Robert, 18, and Archibald, 16 years of age, were the sons of Sir David Baird of Newbyth; and Rennie, 10 years of age, who had been only a few weeks at school, was the son of Mr. M'Alpine Rennie, of Dalswinton, near Dumfries.—*Glasgow Courier.*

The Emperor of Russia.—We read in the *Debats*—"The Emperor of Russia arrived at Milan on the 17th inst. at eight in the evening, in the uniform of Colonel of the Austrian cavalry regiment which bears his name."

The Russians, in September last, launched at two ports in the Black Sea, Nicholaieff and Sebastypol, no less than eleven new ships of war. The Emperor has inspected the ships and ports in person.

THE BANK OF ENGLAND.—The movement of the Bank of England for the week ending on the 11th instant present the following changes compared with the week ending on the 4th instant:—In the department of issue, the notes in circulation had decreased £286,850, which had been produced by the withdrawal of £261,441 of gold coin or gold bullion, and £25,409 of silver bullion. On the debit side of the banking department the Rest had decreased £489,972 the public deposits had increased £79,478, the private or other deposits had increased £306,895, and the seven day and other bills had decreased £6 954, which made the total of the liabilities £36,032,043. On the credit side the Government Securities remained unaltered, the other securities had decreased £54,990, the notes had decreased £58 015, and the gold and silver coin had increased £2,461, which equalised the account. The bullion in both departments of the Bank has diminished from £14,865,043 to £14,680,654, being a difference of £185,389. The paper in actual circulation, including the seven day and other bill had decreased from £.2 348 215 to £22,112,426, being a difference of £235,789.

The Admiralty have rewarded the noble and devoted conduct of the medical officers who were appointed and who volunteered their services to attend the sick of the ill-fated steam sloop Eclair, by promoting them a step in their respective ranks.

UNPRECEDENTED SUCCESS ON THE TURF.—The Baron, by Irish Birdcatcher was bred and trained by Mr. Watts, of Dublin, and has just won the Doncaster St. Leger and Czarawitch at Newmarket, with nearly 5000*l*. and 6000*l*. in bets by the owner and his son!—This splendid nag has beaten all the cracks selected from the stables of the Lords of Richmond, Bedford, Exeter, Albemarle, Stradbroke, and Bentinck, and has just been sold for the extraordinary sum of 5000*l*. to Mr. Clarke, the late owner of Clumsey, realising for Messrs. Watts and son 16,000!!! and last year Faughaballagh, another fine Irish horse, won the same events and 11,000*l*. for Mr. Irwin, of Kildare, his owner! and in 1840 Retriever carried off the Goodwood and Wolverhampton stakes, putting into the pockets of his Irish owners 11,000*l*. also! yet the proprietor of Harkaway, the greatest racer that has appeared in modern or perhaps in past times, did not win as much as any of the three horses above-mentioned; the numerous victories which he accomplished at Goodwood, Wolverhampton, Cheltenham, and other places, being for much more moderate sums.—Vulcan, St. Lawrence, and Cruiskeen, from the Emerald Isle, likewise carried off considerable stakes at Liverpool, Newmarket, Chester, and other English race courses.

PRUSSIAN HEROINE.—We find in the Prussian papers particulars of interest, relating to a heroine of a remarkable description.—Grace Darling enlarged into gigantic proportions, residing in the town of Pillau. This woman, Katherine Kleinfeldt, is the widow of a seaman, with whom, for upwards of twenty years, she made the long sea voyages; and since his death she has devoted her life, for his memory's sake, to the noble and perilous task of carrying aid to the drowning. Whenever a storm arises by day or night, Katherine Kleinfeldt embarks in her boat, and quits the harbour in search of ship wrecks. At the age of 47, she has already rescued upwards of three hundred individuals from certain death. The population of Pillau venerate her as something holy, and the seamen look upon her as their guardian angel. All heads are uncovered as she passes along the street. The Prussian and several other governments have sent her their medals of Civil Merit; and the municipality of Pillau has conferred on her the freedom of the town. Katherine is of athletic form and strength—of masculine physiognomy, softened only by its look of gentleness—and better furnished, in all, save courage and humanity, for such wild scenes and high deeds as make their common fame, than the frail girl who has for years filled a grave far from the scene of her generous daring in the Fern islands.

PRESENT TO HER MAJESTY.—The Bombay, Captain Farley, an East Indian trader, 1,400 tons, arrived off Blackwall on Thursday, Oct. 23, and now lies in the river waiting for a spring tide to carry her into dock, where the depth is at present not more than 22 feet, the Bombay drawing 24 feet. She is the property of Sir J. Paric and Co, and has made a quick passage, having come from Bombay in little more than 14 weeks, and the whole time occupied in her outward and homeward voyages, including that of receiving her freight, has not been more than 10 months. She has brought a cargo of cotton, silks, shawls, &c., of the estimated value of £250,000, including four beautiful Arabian horses, which, together with their housings, valued at £1,000 per horse, as forwarded as a present to her Majesty by that celebrated Parsee merchant Sir Jamsetjee Jeejeebhoy. They were brought over in the most excellent condition, chiefly through the care of Mr. Rauden, riding-master of the Bombay Royal Artillery. They were disembarked on the following Saturday, and transmitted to Her Majesty's stables.—*Globe.*

PORTERS ANCHOR'S.—Final trials at Portsmouth between the anchors now in general use in the Royal Navy, called the "Admiralty anchors, and the anchors invented by Mr. Porter. The trials were conducted by Mr. Ellis, Master of the Royal yacht, Victoria and Albert; Mr. Brown, the Assistant Master-attendant of Portsmouth Dockyard; and Mr. Flynn, Master of the Victory, guard-ship at Portsmouth; and terminated very favorably in favor of Porter's invention. The first trials took place on Monday and Tuesday, Oct. 20th and 21st, in the soft mud opposite the Royal Clarence Victualling-yard, and the second trials were on the following Wednesday and Thursday, on the sands off Ryde. They were instituted at low water, thereby preventing the possibility of wind and tide having a partial influence on either anchor. The sand was also pierced to give each anchor the same rest of ground. The first trial in Portsmouth Harbor the Admiralty anchors having the advantage of nearly three to two in weight, shewed the following result:

	cwt.	qrs.	lbs.	came home,
Admiralty . . .	38	0	8	70ft. 6in.
Porter's . . .	28	3	13	58ft. 6in.
				12 feet.

In favor of Porter's

On the strain being first applied Porter's anchors came home slightly, but only so much as to draw the flukes deeper into the ground, where it held fast; while the Admiralty anchors at the greatest strain lifted and came home in a much greater degree.—On Ryde beach, with anchors of the same weight, the Admiralty anchor came home 96 feet, and Porter's 58 feet, shewing a superiority in favor of the latter of 38 feet. With anchors of smaller weights, in Portsmouth Harbor, the following was the result:—

	cwt.	qrs.	lbs.	came home.
Admiralty . . .	22	2	22	126 feet.
Porter's . . .	16	0	24	61 feet.

Thus giving 65 feet in favor of Porter's. anchors.—Anchors of the same weight were also tried on Ryde beach, when those of the Admiralty came home 21 feet, 2 in. and Porter's 21 ft., giving two inches in favor of the latter. The superiority of Porter's anchors has been officially reported. This is a cheaper because a lighter anchor, and consequently one which can be worked with greater facility and with less strain on the weakest part of the ship, and will now become generally used in the Royal Navy.—The trials were completed on Oct. 17, 1845.

Woolwich Gazette.

ROYAL ARTILLERY.—Woolwich, Oct. 2.—Twenty six fine young lads arrived at Woowlich this day, from Lisburn, Ireland, under the charge of bombardier Mason, to join the Royal Regiment of Artillery. They appeared respectably dressed for their station in life, and in the highest spirits, and were welcomed, on landing at Roff's wharf, by three cheers from a number of their companions of their earlier years, who had previously joined the corps; and the cheers were responded to by the recruits on board the Ariel, Woolwich steam-packet, Lieutenant Clarke, a veteran officer, of about 70 years of age, who has the charge, of the recruiting department for the Royal Artillery, at Lisburn, has sent a considerable number of recruits to head quarters, and the authorities are much pleased with his exertions.—Twenty-five of the twenty six recruits alluded to above are protestants. We do not refer to their religion in consequence of their being any objection to eligible young men in that respect, as all are accepted whether Catholics or Protestants, but to remove an impression which has generally prevailed, that the recruits from Ireland are in a great majority of instances, Roman Catholics.

The following directions for unfixing the bayonets of the carbines with the new bayonet-springs are to be inserted in the margin of page 14, of each book of the Manual and Platoon Exercises now in use, after the words, "thumbs pointing upwards," viz.:—"and touching the locket of the bayonet with the thumb of the right hand, press the bayonet spring and ease the bayonet clear of the spring with the thumb of the left hand, that already against the locket, then seize the bow of the bayonet with the right hand, and lift it off the muzzle, letting the bow fall over the thumb," &c. The instructions as they now stand in the book, will continue as applicable to the carbines which have not yet been altered.

THE EXPERIMENTAL SQUADRON.—The trials of the three-deckers, ineffectual as they have been to test the qualities of the ships, as men of war under every circumstance, have terminated for the present year. Rear Admiral Sir Samuel Prym, struck his flag on board the *St. Vincent* on Sunday evening last, and resumed the superintendance of Devonport Dockyard. On Monday morning Sir John West hoisted his flag on board the *Queen*, 110, as Commander-in-Chief at that port; which ship has since taken up her moorings in Hamoaze. The *St. Vincent*, 120, and *Trafalgar*, 120, sailed from Devonport on Monday. The former anchored at Spithead on Tuesday, and the *Trafalgar* passed by for Sheerness to receive the flag of the Commander-in-chief at the Nore. The *St. Vincent* will come into Harbour on Tuesday, to be paid off and be re-commissioned by Capt. Sir Richard Grant, for the flag of Admiral Sir Charles Ogle, Bart. the Commander-in-chief at this Port.

A further trial is to be made with the two-decked line of battle ships. The *Canopus*, 84, *Rodney*, 92, *Albion*, 90, *Superb*, 80, with the *Daring* 12, and *Rattler*, steam sloop, put to sea from Plymouth Sound on Tuesday afternoon, under the command of Captain Moresby, c. B., of the *Canopus*. We have reason to think that Rear Admiral Ducres, in the *President*, 50, will take the *Vanguard* under his orders, and proceed about the 3d November to join the squadron, and having exercised them in such a manner as he thinks fit, leave them off Madeira in the charge of Capt. G. Willes, whose instructions we trust will be then to cruize between the Western Islands and Bermuda, with orders to exercise lower deck guns in all sorts of weather, not in the hurried manner of hauling up ports, firing the gun, and then letting down the port again, but in a business like and seamanlike manner, as if each ship were firing at an object.—The Rear Admiral on parting with the fleet will proceed on to his station at the Cape of Good Hope.

The *Hydra*, steam sloop, Com. Young, captured on the 21st July, off Lagos, a very fine slave brig, the *Africano*, with her cargo of 539 slaves. She was sent to Sierra Leone, in charge of Lieut. H. G. Gray, as prize officer. The *Hydra* may be expected in England about the end of the year.

The expedition to the North Pole, consisting of the *Erebus* and *Terror*, Captain Crozier, under the command of Captain Sir John Franklin, was spoken by the *Enterprize*, Martin, master, arrived at Peterhead, lying at an iceberg, in lat 73 12 N. long. 62 W. July 28.

NEW SOUTH WALES.—We have Sydney papers to the 27th of May. Business of all descriptions had been much interrupted for upwards of a week by extreme bad weather. The *Herald* has not an uninteresting article, contrasting the state of the colony as respects exports and imports at different periods. The earliest accurate return is the year 1828, and that year the population was 36,600, and the imports of the value of £570,000, and the exports £90,650. In 1844 the population had increased to 172,000; the imports to £931,260, and the exports to £1,128,100. The ratio per head at the two periods—in 1828 the imports amounted to £15 11s., and in 1844, to £5 8s. each, being a decrease in the latter compared with the former year of 65 per cent. In 1828 the exports amounted to £2 9s. per head, and in 1844 to £6 11s, being an increase of 167 per cent.

NEW ZEALAND.—Advices to the 17th of May, show the unsettled and dangerous state of things in the colony. Our last advices were to the 3d of May and stated, generally the fact of an outbreak of the natives and the capture of Pomare by her Majesty's forces. The more recent accounts give details of the further operations, directed principally against a stronghold in the possession of a rebel chief, John Heki, which, however, do not seem to have been successful, although serious loss of life is said to have been the result to Heki's followers, amounting by one account to 200 men killed. On our side the loss is stated at 11 killed and 37 wounded. The position of the natives was a very strong one, and very obstinately defended. The British force consisting of troops of the 85th and 96th regiments, with seamen and marines from the Stains Castle, Velocity, and Aurora, ultimately retired in good order from the scene of contest. It is doubtful, from the accounts, whether the affair will not rather encourage than depress the rebellious followers of Heki, who is still at large, and expected to be very troublesome. Several of the reports are very contradictory. One of them states that during the absence of the troops, the boats of the Hazard and North Star burnt five villages, and destroyed ten cocoa canoes belonging to John Heki, and sent off four European boats which had been stolen, and with the canoes, were hauled up among the bushes. After the action the whole of the parties engaged, with the wounded, were embarked and returned to Auckland.

THE NEW BISHOP OF OXFORD.

We have heard an opinion expressed, that the appointment of Dr. Wilberforce to the Bishopric of Oxford is thought favorable to the Tractarian party. In recommending such an appointment, Sir Robert Peel is accused, now of having neglected an opportunity of dealing a decisive blow, now of entertaining a friendly feeling towards a policy which the friends of the Church condemn. We have ourselves full confidence—or at least a hope so entire as to amount to nearly such a measure of confidence—that the new Bishop will be found, in his administration, to be a less wavering advocate and a more determined defender of our pure Protestant Church and an anti-papal policy, than the amiable, but for the times too feeble, prelate to whose honours and responsibilities he succeeds. It is true that, *till of late*, Dr. Wilberforce was considered a moderate Tractarian; but we are inclined to think that his last Archidiaconal Charge, which we have the gratification of laying before our readers to-day, contains ample proof that he is no longer obnoxious to the accusation—unless indeed words be mere vehicles for fraud, and language, as the greatest of hypocrites once said, be given to man in order that he might conceal his thoughts. Till the acts of the new bishop prove the contrary, we shall be disposed to maintain that his recent declarations against the extreme movement indicate a very deep disinclination towards the Romanising system as a whole.—Whatever outward expression of satisfaction may have been elicited from the Tractarians by the appointment, the truth is that they are inwardly and deeply chagrined. The congratulation will finally be found on the side of the Church generally, and of her best and truest friends in Oxford in particular.

"In these stormy days of Tractarianism at the University of Oxford (remarks a weekly contemporary) the selection of Dr. Wilberforce has been most judicious, for no man is better qualified to check the inflamated zeal of those misguided men whom, it would seem, that too much reading, ill understood, if not too much learning, has made mad. Dr. Wilberforce is gifted with a temper and ability of a rare order, and which must, in his exalted position, enable him to perform invaluable service to true religion, by calming the troubled spirit which pervades and disturbs men's minds in that miscalled seat of learning."

In this view we fully coincide. We will only add of its subject, in the words of Shakespeare, that there is "nothing of that wonderful promise to read him by his form as you are like to find him in the proof." That the same feeling pervades some portion of the Oxford diocese may be safely inferred from the following passage, for which we are indebted to our temperate and amiable contemporary, the *Berkshire Chronicle*:—

"With the greatest possible respect for Dr. Bagot's personal and official character, and fully acknowledging the mildness and dignity which always distinguish him, we cannot regret the change. It is well known that the transference of Berkshire to Oxford was not agreeable to the bishop, and as it was forced on him by a legislative enactment, there was not that cordial execution of the duties which is always to be desired. We are now to be placed under the care of a prelate who assumes the office in different circumstances, and if we cannot have the diocese divided, as its size and importance demand, and Berkshire erected into seperate see, we expect from the new bishop, a much more direct and personal interest in this portion of his diocese. He cannot do the work of two bishops, but his name and his previous history assures us that what can be effected by one will be attempted by him. If the state prevents the Church from having an efficient number of bishops, it is unreasonable to expect too much from any diocese; but the clergy of Berkshire will, we are certain, find themselves in a much more satisfactory relation to their ecclesiastical superior than they have been for many years past, and we trust the interests of the Church will be promoted by the change.—*Church and State Gazette.*

THE AFRICAN STATION.—The following is a letter written by an officer on board the squadron on the west coast of Africa:—"Her Majesty's ship, ——, West coast of Africa, July 24, 1845. Here we are, on the most miserable station in the world.—nigger hunting—attempting an impossibility—the suppression of the slave trade. We look upon the affair as a complete humbug. You may make treaties in London, and send the whole combined squadrons of England and France to this Coast, and then you will not have gained your object. So long as a slave worth only a few dollars here fetches £30 or £100 in America, men and means will be found to evade the strictest blockade. The [illegible] trouble themselves so little [illegible] have never yet been [illegible] absurdity of blockading a coast 2,000 miles in extent must be obvious to the meanest capacity. Even if successful, you must be prepared to continue the force for ever and a day, or your labour is lost; for the moment the ships are removed the business recommences. The market is the true centre to aim at; put at an end to that, and the supplies will not be required. The loss of life and demoralizing effect to our service are very great, the climate and service being of that nature to prevent the proper exercise of discipline, and ships are anything but men-of-war; and many officers acquire habits neither beneficial to themselves nor ornamental to the Navy. The best method of suppressing the trade we must leave to speculative theorists; but the naked fact of our exertions in favour of the African slave having increased his miseries to an awful extent, with an immense sacrifice of life, is uncontradicted by the best informed advocates of the slave measures—I mean men of practical information on the coast. I will cite one or two instances within my own certain knowledge. At the spot we are now blockading, about 3,000 slaves have been collected by the agent for exportation, but the difficulties to get them away have been so great, that few have been known to be shipped for twelve months. Provisions have been exhausted, and dreadful expedients, if reports be true have been resorted to for subsistence. Amongst others, and least revolting, is driving them into the woods every morning, like swine, for berries. Again the slaver resorts to any opportunity that offers. Frequently the heavy surf on the open coast prohibits the passage of ship's boats, and sometimes also the native canoes; when this occurs, and the slaver is anxious to run his cargo, the unfortunate devils are dragged through the surf by ropes, anchored outside, by lines attached to their persons. Men, women, and children are served in this way; you may imagine what numbers must be drowned in such an operation. Prior to our interference they could not afford to trifle with their lives in this way, as the supply equelled the demand; prices were low, and it was an object with the slaver to preserve his cargo; the loss of a few slaves carried off the cream of his profits. Now a few survivors will give a handsome return. Some of the vessels, apparently not much larger than our cousting vessels, have been taken with hundreds on board. Seeing is believing, but nothing less could have convinced me it was possible to stow so many in the space; the slave deck where they are placed is not three feet high, sometimes it is merely a space between the beams and the water casks. When a full vessel is taken we are obliged to make use of the slaver's crew to pack them away. At sunset this is done in the most clever manner, by the Spaniards making them all lay on the same side, and fitting them in one by one, the projecting filling up a corresponding hollow. Our men are not sufficiently skilful to do this. I am told long practice is required. As a set off to this, we sometimes catch a few lucky rascals and liberate them at Sierra Leone; but you may see by the Parliamentary returns that the per centage is very small. The station is now and has been considered healthy, alike the few ships we have as yet communicated with have afforded a dead list of nine officers since our arrival, and men, no doubt, in proportion."

LORD BROUGHAM ON THE FRENCH WAR CRY, IRISH AGITATION, THE PRINCE DE JOINVILLE, AND DANIEL O'CONNELL.

The following letter of Lord Brougham to a French nobleman appears in the *Observateur Francais* of Saturday. It is a fair and able statement of the national feeling:—

"I have just, my dear count, received your kind letter of the 8th current, and though I hope to see you before the middle of October, I will not leave you without a reply to the question you ask of me—a question which, in my view, is a very important one.

You wish to know whether the *entente cordiale* is with us a national as well as a cordial feeling. You say you think it is an affair between one sovereign and another, rather than between one people and the other; and in support of your doubts you quote the much-to-be regretted expressions which I acknowledge have been used by several papers among us who know nothing, and by several persons in parliament who should have known better.

Do not believe a word of it, my dear count, and do not let a single doubt remain on your mind on the subject. I have no hesitation in assuring you that there is nothing more certain in our policy here than the good feeling of all parties towards France, and that nothing would be more unpopular than the slightest coolness between the two courts. Even if this feeling should only exist, as you suppose between the two Sovereigns themselves, that would of itself be most important for the good cause. The great qualities of the Prince you possess, and who happily for Europe governs you, are well known; and as regards our Queen, I can assure you that she has known how to attract the most profound respect, and has merited the greatest confidence on the part of all men of any consequence here, whose support is worth anything, from her admirable talent she has shown for business, and for that firm and loyal character which is so seldom met with in princes, and still more rarely (pardon my want of gallantry) in princesses.

If you do not see in this a new pledge of good feeling, you will be of my opinion when you have read the correspondence and journals of Lord S. which you will receive from the ambassador. You will see there how much personal prejudices of the grandfather of our Queen influenced both the exterior as well as the interior policy of this country during the whole of his lifetime.

Still I confess that my uneasiness as regards several persons in your country, men who stand high, and who are in reality not bad men have not entirely disappeared.

I am of your opinion, and I believe that these same persons some of whom I admire and esteem sincerely, if they were in the ministry, would never be the instigators of a warlike policy. That is quite simple. But after having excited the mercurial spirits of Paris (excuse the phrase)—after having driven the cafes, the salons, the journalists, the half pay officers, the agitators and the agitatresses (you must again forgive me), to desire war, how can we be sure that their power would be sufficient to calm the storm raised by the spirit of faction?

It is only for the purpose of upsetting the ministry (you say) that these gentlemen preach hatred to England—to that England who loves and respects France, and who has never ceased to do full justice to all her military and civil glories. But who will be the generation that in upsetting the ministry they shall not destroy that pacific existence which they themselves would be sorry to destroy and which they only wish to inherit?

I can perfectly understand the project of an heir who desires the death of his predecessor in order that he may succeed to his fine house; but when I see that same heir not only alarming the owner by cries of fire to induce him to save himself by the window, but also setting fire to the house in the hope of being able to extinguish the fire after its possessor shall have broken his neck, I most certainly cannot understand the wisdom of such a project, any more than I can its morality.

If these gentlemen should succeed, and if the good intelligence should cease between the two countries, we who are the friends of peace shall not be consoled much by the reflection that the war was provoked without any such intention.

There are some of your friends to whom, if I mistake not, my ideas may be easily applied; understand, I beg of you, to lead them back a little towards more healthy and more philanthropic principles.

As to what you say about Ireland, your thunderbolts of war need not reckon upon that part of our empire—nothing can be more weak than the anti-English party there. Our government has shown itself resolved to permit no outrage of its authority there; and we know here (a thing you are profoundly ignorant of in France) that all these harangues and meetings in Ireland are nothing but smoke and sound. The agitators want to get money, and the other chiefs love noise, but none of them will move a single step, and I can assure you no one thinks of it the least in the world. In the meanwhile our government has done much to give contentment to the people of Ireland; on the other hand their priests are divided among themselves, whilst the agitators do not know what to do.

That that country has grievances is quite true; to the greater part of them arise from [illegible] evils which we know not how [illegible] have their sources in the social system, and in the destribution of property—evils which the very madcap of the agitators themselves have never dared to attempt to touch."

MECHANICS' INSTITUTE.—On Monday evening next, Mr. Wishart will lecture on the *Peculiarities of Science.*

OREGON.—Many of our American exchanges still continue to discuss the question of their right to the whole Oregon territory; some containing the most violent invective towards England. The views of the President are confidently said to be in favour of an exclusive occupation of the whole country, and the meeting of Congress in December is looked for with considerable anxiety. The *Washington Union*, said to be the Government organ, states—"*the American Government now claim the whole of the Oregon territory from the 42d degree of latitude, down to 54 deg. 40 min. against all other claimants of every kind whatever.*" If these be the views of the President, and Congress is of the same opinion, then England and the United States stand in a belligerent position towards each other, and as war has been so much talked about in the latter country, the probability is that they intend to dispute the point with John Bull in that way.

The second Concert of the Sacred Music Society, of this season, afforded much satisfaction to a numerous and highly respectable audience, on Wednesday evening. The first and chief part of the performance consisted of selections from Handel's Oratorio of Judas Maccabeus.

It is to be regretted that the difficulty of getting up concerts of music of this high order is not more generally understood, that the successful efforts of the Society might be more fully appreciated by the community: however, the accomplishment of a knowledge of music is becoming daily more sought for.

We would suggest that it is entirely out of order at performances of sacred music, to express approbation by audible plaudits.

THE month of November 1845, thus far, has been remarkable for high winds, gales, and copious showers of rain; but the S. E. gale of yesterday was the chief. This gale, which was at times not only violent but furious, commenced on Wednesday about 9 p. m. and kept gradually increasing during the night and through the day yesterday, attended with six vivid flashes of lightning and its accompaniment of detonations of thunder between 4, 23 and 4, 36 p. m., when the gale appeared to be at its height. As the sun did not appear out through the day, this casual lightning must have been wafted, with its cloud, from the Gulf stream, and did not get sufficiently depressed to within the equilibrium-restoring distance of the earth till it reached the elevated lands near the city. At 9 last night, there was no abatement of the gale or change of the wind, yet the rain had ceased, but that only for a short time, as it had done at intervals through the day.—During the night the gale continued and the rain fell in torrents, till the wind gradually veered round to S. W. decreasing in violence till it lulled, and the rain ceased between 4 and 5 this morning.—Yesterday the temperature was mild—the mercury ranged from 39d. at 7 a. m. to 54d. at 9 p. m., and in the Barometer sank from 30, 92, 7 a. m. to 29 42, where it stood this morning at 7 a. m. On this day last year there was a good *turn out* of sleighing equipages, with a good coat of snow on the ground; and the river steamboats had stopt running; such is the contrast of the two seasons.—Our harbor is so sheltered and secure that no damage was done to the numerous Shipping in port.

ACCIDENT TO THE STEAMER HIBERNIA.

From the Newfoundland Times

The Hibernian left Halifax, at half past 10 o'clock on Monday morning last, on her homeward passage. It appears that the weather continued moderate with dense fog, until Wednesday evening, when Capt RYRIE was walking the deck, about 7 o'clock, he heard an alarm given forward, and at the same moment saw the land overhead—he instantly ran into the wheel room, and ordered the helm to be put hard to larboard, and hastening to the engine room, directed the engines to be backed. Simultaneously with his doing so, the vessel struck on her larboard bow, on a point since discovered to be Cape Race. The vessel then lay off and on until morning, making a great deal of water. Having discovered his position, Capt. R. shaped his course for St. John's where he arrived about five o'clock, having with much difficulty made the port through the fog, which had continued equally dense.

The vessel continuing to make more water than the common pumps (without the engines) could discharge, it was desirable to put her forefoot on shore until this morning, which having been done at the instance of Messrs. C. F. Bennett & Co (the agents of Mr. Cunard,) and Captain Scott, of H.M. S. Hyacinth, having promptly in person tendered the services of his crew, of which Capt. R. availed himself, she made less water, and is now in a position of safety near the old dock yard.

Captain Ryrie ascribes the occurrence which we have narrated to the uncertain currents prevalent upon this coast, which have upon frequent occasions been so disastrous in their effects, and to the circumstance of his having had no sight of the sun since he left Halifax, owing to the density of the fog. He supposed himself to be about twenty miles South of the Cape when he struck.

Had it not been for the exceeding promptitude and coolness which Capt. Ryrie displayed on the occasion, it is stated, that the ship would in all probability have become a total wreck, attending with a serious loss of life, there being 60 or 70 passengers on board, besides the crew.

54TH REG'T.—Six service companies of the Regiment embarked at Cork on the 17th ult. in the *Blenheim*, for Gibraltar, Colonel Fane, commanding; they replace the 38th who sail for Jamaica to relieve the 77th, which proceeds to Halifax, as the relief of the 43d ordered home.

☞ The following will shew the American temperature at the present time with regard to the Oregon territory, and also their movement of a naval force to that quarter:

"*United States Frigate Congress.*—A letter from on board this ship dated off Cape Henry, Oct. 31, says—All hands have just been called to the deck, and Commodore Stockton delivered to the officers and crew the following brief and pertinent address: 'Captain DuPont and Officers, you have been selected for your high reputation, to aid in the capture of prize before us. Men, your conduct since you have been on board the ship, justifies the highest confidence in you. There shall goes my broad pendant—to your patriotism and undaunted valor I entrust its honor, dearer to me than life. *Now we sail for California and Oregon*, and then where it pleases heaven.' Then turning to Mr. Colton, our Chaplain, he said 'Mr. Chaplain will you offer up our prayers to Almighty God for his protection?' A prayer suggested by the occasion was then offered by the chaplain: the broad pendant was saluted, and the band struck up Hail Columbia. The whole ceremony was eminently impressive, and well calculated to inspire those sentiments of patriotism and dependence on God which become us all, and especially those who go down in the sea in ships, and who see the wonders of the Lord in the deep."

A Water Cure Establishment, under the name of the "Brattleboro' Infirmary," with a capital of $50,000 was incorporated at the recent session of the Vermont Legislature.

Revenue of the United States.—The receipts from customs for the fiscal year ending