

place, a young lad who was there when I entered and my own servant immediately retired; I was thus left alone with the dying man—for such he was—and I exhorted him to unbosom to me his griefs, and to tell me if any particular sin pressed heavily on his conscience. He did not scruple to do so. "You see here, said he, "the sad victim of unbridled licentiousness in early youth—a hoary sinner, whose whole life has been spent in crime. I was the pride of a father's, the joy of a mother's heart: they sought to inculcate good principles in my mind. I was born in the county of Durham, and had a good education at school; and my parents wished to bring me up as a minister of the Church; but I would not listen to their exhortation, for I had formed an intimate acquaintance with some most licentious lads.

I ran away from home, and embarked on board of a vessel at Whitby; and I joined a band of smugglers during the war, and at length became their captain; and since that time, nearly forty years, I have led a lawless and outlaw life. God knows," he continued, groaning at times from the agony which he suffered, and perhaps in some measure from the wounds of conscience, "I have pursued a most abandoned career. No notion can be formed of the hardships of a smuggler's life, and of the ferocity of his character. He regards the life of a fellow-creature as utterly valueless; he is always ready-armed for an assault. But there is one crime, I recollect, that hangs heavy on my heart, and yet it was committed nearly thirty years ago. O God! I shall never be forgiven! O that I could find mercy! that I could blot out that deed of guilt?"

"Murder—foul murder! We had on board the lugger a lad about fifteen years of age, the son of an old smuggler who was dead. He was a quiet, inoffensive, gentle boy, not fit for his rough employment; but he had no friends to go to, and the crew were unwilling to part with him, lest he might tell tales. It was a dark, foggy night, about this season of the year, that we had brought a cargo of hollands from the Dutch coast, and the rest of the company had gone on shore in the boat, to land a portion of it in a creek on the Cornish coast; the boy remained with me, and gave me what I thought a saucy answer to a question put to him. Inflamed with the hollands I had drunk, I knocked him senseless on the deck with a hatchet that was at hand, and then, O Gracious Mercy! I rolled him into the sea. O, the sound of the waves has never been out of my ears! I have heard it even amidst the licentious roar of drunken companions! In dreams and visions of the night, I see that poor murdered boy. I have started at the screech of the sea-bird, and thought it was a voice from the deep. I sent him without a moment's warning into eternity,—that awful eternity I am myself now about to enter. Oh, can there be mercy for such a wretch as me! No—no!"

No language can describe the look of this agonized being, in whose heart and conscience the arrows of Divine displeasure did indeed stick fast. He was obviously a person above the rank of a common sailor, and many of his expressions proved that he was an educated man.

"How," I asked, "did you conceal the murder from your comrades?"

"By declaring that the lad fell overboard, owing to the darkness of the night. Suspicions, I dare say, existed; but there was no proof against me, and we were too much linked in crime for these suspicions to be told to others. The boy was soon forgotten by them, and he had no friends, as I have said, to enquire after him; but his image is always present to my mind."

I was about to question the miserable man more fully, and to seek to lead him to deep repentance of soul, not only for this, but for all the crimes of a life of infamy,—his hands, in other respects, had not been pure from a fellow-creature's blood, though that was in defence of his own life against the revenue officers,—when two of the const-guard entered the hut, and with them a navy surgeon. The latter immediately pronounced him to be dying, and told the seamen it was useless to take him into custody. No palliatives could be administered, and they left the hut, at my desire, for a short time; for I was anxious, if possible, to speak some word of comfort to the miserable soul.

"Oh, can there be mercy," said the wretch, convulsed in every joint, and starting wildly—"mercy for such a sinner as I am! Hark! do you hear the gurgling of the waves? The body is going down—down—down. Hark! destruction—misery—hell—hell!" I turned to answer, for I had covered my face with my hands, and stood by the dying embers; but the spirit was gone, and the flickering flame just served to show the corpse, with its clenched fists and starting eyes, presenting a spectacle, the recollection of which even now makes me shudder, and which can never be effaced from my mind. I was little aware that death was so near, or I should have at once,

instead of questioning him, directed his attention to the Saviour.

And such was the end of one, destined in early life to fill the honourable and responsible situation of a minister of Christ. But evil companions induced him to forget his God: and from one false step he went onwards to a life of barbarity and crime. Such were the dying moments of one whose life had been spent in the gross violation of his country's laws, and in avowed rebellion against the majesty of heaven.—Surely there is no agony like that of a wounded conscience: "there is no peace, saith my God, to the wicked." The troubled sea, o'er which he had so often sailed in prosecution of his illegal traffic, and the loud dash of which, as I have said, added to the solemnity of the scene, was a fit emblem of the turbulence which raged in his bosom. It were presumptuous as it were vain, to speculate as to his eternal destiny. He certainly gave no evidence in his last earthly moments, that he had found peace and pardon through the blood of the cross; and at all events, in his wretched end we discover the hand of a sin-avenging God, who has pronounced the workers of iniquity, that they shall be destroyed at the last.

SUMMARY OF NEWS.

HOUSE OF LORDS JUNE 14.

BIBLE PRINTING IN SCOTLAND.

The Duke of MONTROSE presented a petition from the senate of the University of Glasgow, praying that due care might be taken in regard to publishing an authorized version of the Bible in Scotland.

The Earl of HADDINGTON said, it would be satisfactory to know what arrangement Her Majesty's Government intended to make on this subject, which was one of the deepest importance.

VISCOUNT MELBOURNE admitted the great importance of the subject. The object which Her Majesty's Government had had in view, in framing the plan which had been stated in the other House was, in the first place, to take care that the Bible should be disseminated at as cheap a rate as possible; and the price of it should not be enhanced, by the levying of any tax, duty, or fee, for the benefit of any person, and also that sufficient security should be taken—indeed, as strong security as had ever been taken—thereto—for printing the Bible according to the authorized versions of the text. The plan which the Government intended to propose was as follows:—To incorporate by charter, a body composed of the Lord Advocate and Solicitor-General for Scotland, the General Assembly, and two divines and two laymen, members of the Scottish Church. To this body was to be committed the duty of inspecting, from time to time, the publication of Bibles in the different towns of Scotland, in order to insure their correctness. The free importation of Bibles from England was also to be permitted, provided that copies so imported had the sanction of the board to which he had alluded. This board was also to have the power of licensing readers and collators of the press, to correct the printing of Bibles, provided they were satisfied of their qualifications. No fee was to be charged for affixing their imprimatur to any Bibles or licensing any correctors of the press—And the Lord Advocate might apply for injunctions against parties who printed Bibles without the sanction of the board.

IN THE HOUSE OF COMMONS, JULY 9.

Texas.—Mr. O'CONNELL wished to put a question of which he had given notice, relative to certain territory, calling themselves the state of Texas. Were any negotiations pending between this Government and those persons for the purpose of recognizing the independence of that state?

Lord Palmerston stated that an application had been made to the Government, in the early part of last year by persons from Texas, for the purpose of acknowledging the independence of Texas. The answer to that application was, that the general principle of this Government, was to acknowledge every state that was de facto independent, but under the circumstances at present existing with respect to Texas, they were not prepared to adopt that course with respect to it. As it was known that our Minister at Mexico had successfully negotiated between France and Mexico, instructions had been sent out, to endeavour to effect a similar arrangement between Mexico and Texas.

In the House of Commons on the 9th, Lord Palmerston, in answer to questions from Mr. Milnes, ex-Sultan and the Egyptian Pasha would be arranged; and that in the matter of Persia, the Ambassador of that Government would not be received till certain conditions suggested by the English Government had been accepted.

From Constantinople, the intelligence is, that the Sultan's health was much impaired. The French papers assert that the delivery of a peremptory note from the French Admiral, on the 8th June, admonishing him against going to war with Ibrahim, threw him into a violent rage, which caused the rupture of a blood vessel in the chest, and a consequent spitting of blood. The Vienna letters speak of his recovery as impossible.

Mediterranean Squadrons.—It has been seen from the late intelligence that the European powers have taken a strong interest in the preservation of peace in the East. The different governments in reference to this object have each maintained a strong naval power in the Levant. The following statement of their respective fleets is from a French paper.

Turkish Fleet—Six ships of the line, viz. one of 110 guns, three of 96, one of 94, and one of 90; eight frigates, viz. two of 64, one of 60, and one of 58, one of 56, one of 50, two of 46; four brigs of 20 guns, two cutters and two steamers. Total 22.
Egyptian Fleet—Twelve ships of the line, four frigates, four corvettes, three brigs and one steamer. Total, 24.
French Squadron—Four ships of the line, one corvette, one brig. Total 6. No steamer.
English Squadron—Eight ships of the line, two frigates, one corvette, one brig, two steamers. Total 14.
Austrian Squadron—One frigate, one corvette, one schooner. Total 3.
Russian Fleet in the Black Sea—Two ships of the line of 120 guns each, one of 110, eight of 84, three 78, eight frigates of 44, five corvettes of 24, several brigs and steamers—in all about 50 sail.—Most of these vessels are at Sabastopol, where there are 16,000 men assembled who can proceed to the Bosphorus, if required, in three days.

One of the most stupendous works of modern times, is a projected Railroad from Venice to Milan connecting the seven richest and most populous cities of Italy with each other, Venice, Padua, Vicenza, Verona, Mantua, Brescia, and Milan; the most gigantic portion will be the bridge over the Lagoons, connecting Venice with the main land. The length of the Railroad will be 166 Italian (about the same in English) miles, passing through a population of three and a half millions, the seven cities alone having a population of half a million, viz.: Venice, 120,000, Padua, 44,000, Vicenza, 50,000, Verona, 46,000, Mantua, 34,000, Brescia, 32,000, and Milan, 180,000 inhabitants, to which may be added, 20,000 foreigners in Venice and Milan. It is calculated the transport, when completed, will average 1,800 persons, 1,500 tons of goods, and 1000 tons of coals daily.

LONDON, July 10.

You will see by the accounts from Birmingham that the Chartists are still very troublesome.
Bristol, July 8.—The Norman, Kinney, for Halifax, reported as sailed yesterday, did not proceed, in consequence of a melancholy and fatal accident which occurred on board of her. Captain Kinney's brother, master of the Sarah, of St. John, N. B. with some other friends, were accompanying him as far as King's road, and just as they were about leaving, in firing a cannon it burst and killed him, a piece of iron having penetrated the skull. Captain Kinney was also wounded in the leg. An inquest is now sitting on the body.

UNITED STATES.

BOSTON, AUGUST 2.

DEPARTURE OF THE GREAT STEAMERS.

Those magnificent vessels, the Great Western and British Queen, left New York on the 1st inst. amid the cheers, congratulations, adieus, and good wishes of something like one hundred thousand spectators. The great Western left the dock first, and when fairly out in the stream, her gallant commander, stood upon the wheel, and gave one cheer to his rival. He then gave the word, and the noble steamer started like a greyhound from the ship. In about an hour afterwards the Queen followed, attended by the Neptune, Oceola and Passaic steamers, each crowded with a living freight of men, women, and children.

The Great Western had upwards of eighty passengers. The British Queen took out one hundred and thirty, amongst whom were many distinguished individuals, both citizens and foreigners. In the Great Western was General Hamilton, Mr. Nolte, the great operator in cotton, and a host of Stock Jobbers, and Land Speculators. The transmission of letters is said to have been unsurpassed.—N. Y. Transcript.

Several deaths of Yellow Fever, have occurred on board of her Majesty's ship Buzzard, lying at the Quarantine Station in the Bay of New York. Two officers and fourteen men have fallen victims to the destroyer. No apprehension seems to have been entertained of the disease reaching the city.—N. B. Courier.

YELLOW FEVER IN HAVANA. Late advices from Havana have been received in Philadelphia, according to the National Gazette, which concur in stating