FRANCE.—It would seem that the troubles of Louis Napoleon are only beginning. In Paris, Cavaignac, Goudchaux, and Carnot headed the poll, and the two last, if not the first, have secured their election, although another election is spoken of for the third circumscription, where Cavaignac had not an absolute majority. Should the force of circumstances compel the French Emperor to visit England, he and his lovely bride will find an asylum worthy of a free people. But who is this Cavaignac? our readers will ask. His antecedents live in the breasts of Frenchmen, and of all others he is the most detested by Louis Napoleon. As a General in Algeria he was decidedly successful, and many persons will remember the ability with which he quelled a revolutionary outbreak in Paris when President of the Republic. Since the accession of the present Emperor of the French he has lived in perfect obscurity and quiet, scarcely even obtruding himself on the public notice, but to him the revolutionary party look as their chief and political leader, who will put Louis Napoleon *hors de combat*, and open the way for liberty of speech and conscience, and complete emancipation from political and priestly despotism. Looking back, then, to the blood stained history of France, and the events which have there taken place, we must not be surprised at any contingency which may there arise to disturb the peace of Europe. It has now been ascertained that upwards of 140,000 electors abstained from voting at the French elections; this number exceeds by 30,000 the whole amount of the votes given to the government candidates. Many may, no doubt, have kept away from their indifference, many from a feeling of no good will to either party, who, while not satisfied with a too restricted liberty, would rather "bear the ills they have, than fly to others that they know not of."

MONTENEGRO.—The notorious Prince Dinalo of Montenegro, the *protege* of Russia, the enemy and annoyance of the Porte, and the recent visitor to France, has just doubled the taxation of his small territory, to make up for the profuse expenditure of his visit to Paris. There is, consequently, a ferment in the country, and the Prince has shut himself up in the convent of Ostrog, with some desperate adherents, while his emissaries try to enforce the payment of the extraordinary impost. The great Powers should surely see to this turbulent territory, so long an annoyance to its neighbors, and a standing insult to its Turkish suzerain.

[From the Toronto Patriot.]

The Twelfth having fallen on Sunday this year, the members of the Orange Order in this City wore the Orange rosette on their coats; and in general proceeded to their several places of worship, wearing this insignia of their Order. Everything passed off quietly during the day, with the exception of an unfortunate disturbance at Stanley street, in which Mr. Devilin was severely injured. About half-past twelve o'clock as Mr. Devilin, a policeman (in undress) was returning from church, where we understand, he had one of his children christened, he was met at the corner of Church and Stanley streets by some men; and an orange rosette, which he wore on his breast, was snatched therefrom. This, of course led to a general melee, which lasted ten or fifteen minutes, during which time sticks, stones and all other missiles were used. The Chief and Dep. Chief, with a force of fifty Police, were promptly on the ground, and succeeded in taking some fifteen of the rioters to the jail. The riotous feeling, however, was not easily subdued, as large numbers remained collected about the scene of the disturbance until a late hour of the night necessitating the presence of a body of Police. A constable, Ormsby, was most severely injured, and had his collar bone broken; and his head was cut by a paving stone. He lay insensible for twenty minutes. It was a hard fight, and he fought bravely.

The principal demonstrations usual on the Twelfth, were reserved for Monday. The day was then celebrated with all the accustomed rejoicings. Crowds of people came into the city during the morning, and promenaded the principal streets, during the day.

The members of the Order assembled at their various places of meeting, in the forenoon, and proceeded to the general rendezvous, at the corner of Simcoe and Wellington streets. Having been briefly addressed by the Grand Master, G. Allen, Esq., the members then formed into procession, and with bands playing and colors flying, commenced their march. Each member of the Order wore full regalia—so that the procession presented a very imposing aspect. The streets during the route of the procession were crowded, and the windows of most of the houses were filled with ladies and gentlemen, viewing the spectacle presented by this, the annual gathering of the Order.

It is pleasant to note that the proceedings of the day passed off quietly. In the neighborhood of Stanley street, which was disgraced by the riot on Sunday, a large Police force patrolled, during the day. This precaution was deemed necessary by the Chief of Police, and succeeded admirably.

A GLORIOUS AMBITION.

A Scythian ambassador said to Alexander, "If your person were as vast as your ambition the world would not contain you." We have now in our midst a conqueror whose ambition is as boundless as Alexander's. The old world was too narrow a sphere for its exercise, and he has sought the new. We refer to Professor Holloway, whose desire to benefit mankind, unsatiated by the countless cures his medicines have accomplished is now actively engaged in revolutionizing the treatment of disease in this country. Conquest and subjugation of various maladies that afflict the human race. The trophies of his skill are to be found in every region of the earth, for his remedies are omnipotent, and wherever they have penetrated, disease has given way to their hygeian influence. Probably there are not half a dozen newspapers in existence that have not borne voluntary testimony to the wonder-working efficacy of Holloway's Pills and Ointment. It has heretofore been the universal complaint against even the most popular medicines, that they were mere palliatives, relieving pain temporarily, perhaps, but never reaching the "*materies morbi*," or element of disease in the blood. Holloway's Pills, on the contrary, act specifically upon the primary cure of the malady in the fluids of the body, and from which they spring. In external disease the Ointment is used as an auxiliary to the Pills, and its sanitive effects are scarcely less wonderful.

To the man whose profound research and practical skill in medical science have resulted in the production of such unequalled curatives, and whose business energy and enterprize have diffused them through every inhabited region between the Equator and the Poles, the homage of the world is due. He has received it.—*New York Dispatch.*

A steam plough has been tried in England which ploughs five acres a day, and does it well. Another is said to have appeared in Francisville, Indiana, which can plough twenty acres a day. Brunson Anson has offered a reward of $20,000 to the inventor of the best practical steam plough.

The Chronicle.

St. John, N. B., July 21, 1857.

FROM OUR LONDON CORRESPONDENT.

LONDON, July 3rd, 1857.—Are we to lose India? The question may perhaps be dismissed contemptuously almost as soon as it is asked, but it is nevertheless certain that no period of our history since the days of Hyder Ali was our Indian empire in greater danger. Some dark rumours there had been before. On Saturday morning, however, the telegraph startled us by the announcement that at Meerut there had been an insurrection, that three regiment had revolted, had murdered their officers together with defenceless women and children, and burned down the cantonments, and that though the insurrection was put down at this place, the greater part of the mutineers had made their way to Delhi, which city remained in their possession. On Sunday the letters and papers arrived with fuller particulars, and from them we learned that some of the mutineers were cut to pieces at Meerut, but that the pursuit was not sufficiently vigorous, and they had easily reached Delhi, only 40 miles distant. Here unfortunately there were no European troops, and the native regiments instantly arose on the arrival of their mutinous comrades. Here too a dreadful massacre of the European officers and civilians, with women and children, took place. About 80 of them are said to have fallen victims to the ferocity of the Sepoys, and upon some were perpetrated horrible atrocities, the details of which are kept back so as not unnecessarily to harrow the feelings of their relatives. The bank was plundered; £150,000 in specie was the spoil of the robbers; private dwellings and barracks were burned down; and when sufficient havoc had been played, the Sepoys hoisted the green flag of Islamism, and proclaimed a descendant of the Mogul, who seems to have been living in the capital of Hindostan. An Englishman, Lieutenant Willoughby, is said to have blown up the magazine, lest it should fall into the hands of the mutineers; accounts state—we hope truthfully—that the young hero escaped, while several hundreds of the native soldiers perished in the explosion.

A severe chastisement no doubt awaits the 3000 or 4000 mutineers now shut up at Delhi. A cordon of European troops was, by the last account, being drawn round the city, and, enraged as they are by the murder of their officers and of so many of their countrymen and countrywomen, no quarter will be given by them. The future peace of India, and its freedom from insurrection, requiries that a terrible retribution should overtake this rebellious soldiery of ours. From what can be gathered, though at Ferozepore, and even at Calcutta, a spirit of disaffection prevailed, the mass of the native troops of the province of Bengal remain loyal. But the work of revenge will not be left to them. Fortunately, the peace with Persia has set at liberty many English regiments who had already arrived at Bombay from the Gulf, and had been ordered round to Calcutta without even landing. At home energetic measures are being taken, though in all human probability they will be unnecessary. The Government and the Court of Directors have determined to send out 14,000 men, who will be embarked as soon as transports can be got ready—say in the middle of the present month. Officers on fourlongh have been ordered back to India, and about 750 of them will leave by the next steamer. Our leading politicians are alive to the emergency, and on Monday evening interpellations took place in both Houses of Parliament at the instance of Lord Ellenborough and Mr. Disraeli. Both the Peer and the Commoner alluded to the reports prevalent respecting a difference of opinion between the highest civil and the highest military authority in India, and Mr. Disraeli even asked whether it was true that the Governor-General (Viscount Canning) had resigned. Mr. Vernon Smith, however, indignantly denied this, and spoke cheerfully of the prospect of better news by the next mail. This may be expected in a fortnight's time, and will be anxiously expected.

Our Indian empire is everything to us, and is not only valuable commercially, but in another point of view, inasmuch as we all know that England without India would be thought by foreigners to be England without her heart, England without her right arm. The possession of India gives us *prestige* and we cannot afford to lose it. Russia is much interested in our Indian affairs, and other nations watch the course of events there with a jealous eye. Anything occuring then calculated to lessen our influence excites much attention. The news of this mutiny then is travelling all over the world, received eagerly by all who wish ill to England, and the reports current are anything but favorable to us. The effect of this Indian news upon the ministry politically, may be gathered from the following remarks, which we find in a Metropolitan journal, and which shew forcibly the use oppositionists will make of it. "The news" says the editor "of the revolt in India has produced a profound impression in France, and it is creditable to the friendly spirit and honorable feeling of our allies that a very warm sympathy is felt, under the circumstances, towards England. Letters from Paris state that no such thing is perceivable as the half concealed or open joy which a jealous nation might be supposed to feel at the dangers and reverses of a rival. The character of the French people, indeed would itself forbid any anticipation of that sort, they have too much self-respect, and too keen a sense of honor, to allow them to rejoice in the difficulties even of a rival which they themselves had no hand in raising up. What we have now however, to announce, is of much greater importance. It is known in Paris that when our government first received by telegraph on Thursday, the intelligence of this disastrous revolt, Lord Palmerston lost no time in seeking an interview with Count De Persigny, the French Ambassador at this Court, in the course of that conversation the noble lord admitted to the Count that it would be impossible for the British government to take the active part against China which it had intended, in consequence of the urgent necessity of concentrating all its disposable forces in India. Lord Palmerston added that, should it become necessary to prolong the conflict at Hong Kong, he would feel it his duty, in the name of the British government, to request the Emperor and government to enter into an open alliance for that purpose, and to undertake the principal share of the operations. The French Ambassador at once communicated the nature of Lord Palmerston's statements to the Emperor, and within a few hours the helpless appeal of the British government to that of France was generally known in political circles in Paris."

Parliament has done little within the week, and the great news to which we have referred overshadows all their doings. On Tuesday evening the friends of the Ballot mustered strongly, and Mr. H. Berkley brought on his motion, though Lord Palmerston and the Home Secretary were away. The hon. member refused to comply with the invitation to wait till the next year—to be treated, as he said, like a child in the nursery, and told to "open his mouth and shut his eyes and see what Lord Palmerston would send him;" so, as he could not get a plain Yes or No to his question, whether the Government would make the Ballot a part of their Reform Bill next year, he proceeded to treat the subject in the humourous as opposed to the "didactic" style of the original Ballot champion, Mr. Grote. The Chancellor of the Exchequer was the mouth-piece of the Ministry, and made a heavy and argumentative speech. He was followed on the same side by Lord John Russell, who surprised most people by his emphatic opposition to the Ballot, which many thought he was beginning to view favourably. Finally, the Ballot supporters were defeated by a majority of 68 in a full house—the Government triumphing as usual on this question by the aid of the Tories.

The Queen and the Prince Consort visited Manchester this week. It is announced that the Emperor and Empress of France, will visit her Majesty at Osborne on or about the 28th of Aug. There will be no offical reception in London. The King of the Belgians is expected in town within a few days, and the Prince of Wales leaves England for the Rhine either on Saturday or Monday.

The Emperor of Russia who has been at Hamburg, went on from thence to Hanover, and is now at Kissingen, and will it is expected meet the Emperor of France at some frontier town.

Accidents and offences figure largely in the chronicle of the week. By a frightful collision on the North Kent railway, eleven lives have been sacrificed, and a large number of persons maimed for life. The Broadstone tragedy has suddenly come again upon the carpet, and the mystery attending it bids fair to be solved. Lastly, it is true that Cameron has been arrested, and this despoiler of the British Bank depositors is now safe in a London jail.

NEW-BRUNSWICK THE GREAT SHIPPING PORT FROM THE FAR WEST.

In this impression will be found copious extracts from a paper read before the Athneum, at Fredericton, by T. T. Vernon Smith, C.E. This gentleman, who has evidently given a great deal of time and attention to the subject, appears to think that the Road to the Atlantic for the productions of Canada West, as well as the States of Wisconsin, Minesotti, and indeed the whole of the far west, is after all more direct, and its productions can as cheaply be transported through the Provinces as through the United States, and that so soon as Rail Roads are built to connect the upper with the lower Provinces, a trade will flow into New-Brunswick surpassing the most ultra hopes of the most sanguine enthusiasts. The statistics given by him, of the trade even in the present day, when that teeming land of Lake and Prairie, is only budding into existence, shew that TEN such vessels as the Mammoth steamer, now preparing for crossing the ocean, could not do its carrying to the Old World. We are quite aware that thousands of pigmy minds, men too who boast of progressiveness, and designate all who differ with their views, as *Tories*, old *fogies*, and Stick in the Muds, cannot grasp the possibilities set forth in the papers to which we allude, neither can they believe them. Men in all ages, and even too possessing no ordinary amount of intelligence, have set themselves against all apparently gigantic schemes. The Thames Tunnel was condemned as visionary and wholly impracticable, yet it stands out a stubborn fact, and its completion is now a matter of history. The construction of the Menai Bridge was deemed the dreams of a madman, yet ships sail under it and rail cars pass over it. Even Dr. Lardner, considered the best authority of the day, boldly stated that it was an impossibility to produce a Steam Boat that would cross the Atlantic ocean, and Lord Brougham, that giant of literature and science, did not hesitate to say that he would engage to *eat the first Steam boat that crossed the Western Ocean, boiler and all*; yet the thing has been done, and we have never heard that his lordship has yet been called upon to fulfil his contract. The Atlantic Cable too has by scientific men been pronounced impracticable and a useless expenditure of money—but we have no doubt on this head, neither do we doubt at all the prophesy of Mr. T. T. Vernon Smith, provided always that our *fast* government, are only fast enough to keep pace with the age, and do not allow our wily western neighbours to forestall us. We said twenty years ago that the High Road to China and the East Indies would be through this Province, and we have since repeated the *monstrous* idea, and with as little chance of our being called upon to eat our words, as that Lord Brougham will be compelled to eat the steamer. St. John is, and must be the emporium of the North American Colonies. Its geographical position, as well as its open harbour at all seasons of the year sooner or later ensure it.—One of the principal objections set up by the timid and the croakers against Rail road extension in this Province is, that its population is thin and it will never pay. We would in reply to those fallacies ask, did our Great Roads ever repay one shilling? and they have cost half the price of a Rail Road, or are they expected ever to pay? and are we any poorer for the outlay? With respect to population we threw out a hint in our last issue, which if acted upon will soon fill the Province with the proper class of emigrants, a thing that up to this period of our province's history, has remained an unsolved enigma, notwithstanding the many exellent examples set us by neighboring states. But we shall see what great and important movements will be made when the immaculate, infalible, and highly improved government congregate.

The following are the extracts refered to:—

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"Passing over preliminary experiments, we may date the first successful application of steam to propelling vessels to the Charlotte Dundas, of the Scotch Engineer, Symington, which in 1802 towed two vessels, each of 70 tons burthen, 19 1-2 miles on the Forth and Clyde Canal in six hours, and which appears to have had all the essential properties of the tug steamer of the present day. Fulton in 1807 had the undoubted merit of introducing steam navigation, for practical purposes upon the Hudson, by his Clermont, but his honor might have been to one of our countrymen, for Henry Bell presented his invention in 1800 and 1803 to the Admiralty, who, blind then as now to improvements, neglected it; and after having fruitlessly endeavored to excite the interest of the British and French Governments to his experiments, he applied to the United States, who appointed Mr. Fulton, as appears by a letter from Bell to the late John Macneill, to correspond with him. Fulton was therefore not the inventor, but the successful introducer of Steamboats. After having had his attention attracted to the subject by Bell, and having frequently inspected the Charlotte Dundas, as she lay at No. 16 look on the Forth and Clyde Canal, he adopted Symington's invention. The engine he purchased, it is said under an assumed name, from Messrs. Boulton and Watt, and for the forms and proportions of his vessel he was indebted to the calculations of Colonel Beaufoy. Bell was not able, for pecuniary reasons, to start his Comet on the Clyde till 1813, when Fulton had six vessels running on the Hudson, and Molson, another imitator, had successfully introduced a Steamer on the St. Lawrence. The first practical American steamboat therefore, the Clermont originated in Fulton's inspection of the Charlotte Dundas, and in like manner the first boat used for the service of the public in Great Britain was built by Bell, after the same model. Indeed Symington's vessel is pronounced superior in its mechanical arrangements to either Fulton's or Bell's. All three men were neglected by their countrymen whilst living, who praise and admire them when dead, and dispute over their rival claims with all the keenness of national sympathy and prejudice.

In Greenock, where James Watt, the great inventor of the steam engine, first drew breath, the first fruits of deep sea steam navigation appeared, and the first steamboat proper was built by John Wood and Co., in 1818, for the Leith and London trade, the James Watt. David Napier was the first man who adopting Henry Bell's plan, first crossed the Irish Channel from Glasgow to Belfast in the Rob Roy, and William Laird a Greenock man resident in Liverpool, was the first in 1822 to establish Steamers between that Port and Dublin. From this time till 1831, private deep-sea steam navigation was confined to coasters, and the most powerful engines employed were 240 horse power between London and Dundee. Between 1830 and 1834 the East India Company had learned the value of steam in the Burmese war, and had proved the practicability of the Red Sea route by the voyages of the Hugh Lindsay between Suez and Bombay. It had thus taken over 20 years to establish steam navigation. 1812 there was one solitary Steamer in the United Kingdom, the Comet. In 1831 there were at least 500 Steamers belonging to Great Britian. On this side of the water in 1813, there were only six Steamers on the Hudson and one on the St. Lawrence; 20 years afterwards, nearly every River in the United States was served commercially and socially by Steamboats, and the St. Lawrence had sent the first and only transatlantic Steamer in safety to Liverpool. In 1819, an American vessel, the Savannah, left that port for a transatlantic voyage. She could scarcely be called a Steamer, her machinery being so adapted that the paddle wheels could be removed and form no impediment to her sailing powers. The fuel she burnt was the southern pine, and without a cargo she was only capable of carrying four or five days consumption. After steaming out to sea for two days her paddle wheels were unshipped and taken on deck, and she performed the remainder of the distance under sail. She attracted but little attention in England, not being strong enough as a Steamer to withstand the rough usage of our coasters, and not adapted in her boilers for the English fuel. She subsequently went to Russia. The voyage back was never attempted, and beyond the fact of her having steamed a portion of the distance, and able to use her engines in calm weather and on leaving port, no useful end was accomplished in her construction either in a scientific or commercial point of view. In 1833, the Steamer Royal William, of 180 horse power and 1000 tons burthen, performed the first real Atlantic voyage, from Pictou in Nova Scotia to Cowes in the Isle of Wight. This boat was a thorough Ocean Steamer, built at Three Rivers on the St. Lawrence by Canadian mechanics, fitted with Canadian engines, commanded by a Canadian Captain, and propelled by Nova Scotia coals, we may justly claim the first Atlantic Steamer as a Provincial vessel. From Cowes she went to Liverpool, and for four years she was employed between England and Ireland, when she was again put upon the Atlantic station, and crossed and recrossed repeatedly, being ultimately withdrawn for commercial reasons, when Atlantic steaming proved unprofitable.

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Painful events have recently brought to remembrance the case of the President. Thirteen years almost to day had elapsed, and on the 19th March 1854, the City of Glasow, with 180 souls on board, sailed from Liverpool to be never heard from more. Vessels had this year, as in 1841, reported a large field of ice directly in the channel of a Philadelphia or New York bound packet, and a vessel that had been for three days entangled amongst the floating masses, reported that on getting clear of the ice, and at the close of daylight, she saw a large screw Steamer bearing down upon the ice field that she, the Three Bells had so recently left. In all human probability the City of Glasgow with all on board sunk on the night of the 20th March, her side plates cut open from stem to stern, and the catastrophe, filling, and sinking, the work of a moment.

In the winters of 1853, 1854 and 1855, more ice had been floating in the Atlantic than had generally been encountered before, and that too at a very much earlier period of the season than is usual. In the short winter of 1855-56 especially was this the case; the season had been one of extraordinary severity both on sea and land, and in the month of January 1856, a vast portion of the Atlantic Ocean, always open to navigation at that season of the year, was taken possession of by an icy continent with it mountains and its plains. On the 23rd January the Pacific sailed from Liverpool before the extent of this terrible barrier had been reported. Three days after her, the Persia, now from her builders' hands, rushed after her in a race second to none that had yet made the Atlantic their pacing ground. America had for some time beaten us in the contest for speed; our vessels built for strength and for the possible emergency of war, had been sacrificed in their struction to a fancied security against attack, to a possible chance of other service than the requirements of commerce, and their details had been dictated and superintended by the naval authorities of the day. In 1854 the Arabia, the last of the Cunard vessels built of wood, had separately beaten each of the Collins' Steamers in succession, and established her superiority to any thing then afloat on the North American station, but the average speed for the year was in favor of the Collins's line. In 1855 the requirements of the Crimean war had withdrawn the Arabia from the station, disarranged the mail service, and left the Collin's line without any competitors on the New York route. The commencement of the next year set all the old boats at liberty, the line to New York was resumed, and in addition to the Arabia and the best of the former boats, the Persia was making ready for the start. For the first time a Steamer combining unusual power and size with a symmetry of proportion and beauty of moded unequalled by any thing afloat, had been permitted to take her place in the mail service untrammelled by naval inspection, and built of a material against which the Admiralty had passed a final and decisive verdict.

Under these circumstances Captain Eldridge succeeded Nye in the command of the Pacific; and with the avowed intention of challenging her rival before mooring at New York, the Persia sped after her, on the first Atlantic journey. Five days out from Liverpool, the Persia running 11 knots an hour, struck heavily on a field of ice. For the first time that such an accident, though often threatened, had actually occurred to a Cunard Steamer, the Persia was the only one of the number that could have survived the shock. The collision broke a large hole through the plates of her iron bow, tore the rivets asunder for 16 feet on her starboard side, and bent and twisted the rims of her paddle wheels as if they had been made of lead. No wooden vessel could have lived an hour after receiving that terrible blow. The first compartment instantly filled, the watertight bulkhead saved her, and though laden down with the weight of water in her bows, and trimming heavily by the head, she was enabled slowly to keep on her course, and reached New York in safety, through much behind the anticipated time. And where was the Pacific? Seven days after the accident to the Persia, and near the same place, the Edinburgh Steamer, on her passage from Glasgow to New York, picked up some cabin furniture, a lady's work box, and a few trivial articles in the position that ten days before had been probably occupied by the missing vessel. Subsequent reports left no doubt as to the fate of the unfortunate liner. Independently of the accident to the Persia, and the report of the Edinburgh, the Atlantic on the 19th of February, the Argo on the 22nd and the Africa on the 2nd of March, all were in imminent danger from the same cause, and near the same place; and on their homeward voyage the Baltic and Arabia both encountered the opposite shore of the same floating island, whose western edge had proved so fatal to the Pacific, and so dangerous to the others.

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Every 1st Steamer has left a warning voice behind her. For three consecutive months early in 1853, the Pacific waters uttered their cry of alarm and instruction by the total loss of three fine Steamships and 125 valuable lives. "It were possible," says a writer in Hunt's Merchant's Magazine, "that the voice of spring might be unheeded, and the last month of the retiring year utters again the the Pacific's voice in the total loss of the Winfield Scott; whilst on the Atlantic side the Humboldt and the San Francisco, with 200 lives, point warningly to the improvident state of our Steamships. In 1854 the month of March gave her lesson in the loss of the City of Glasgow and 180 lives. In July the Franklin was stranded and lost, as it were at her own door; in September the City of Philadelphia was stranded; the Arctic, in hot haste, with hundreds of lives, sinks to rise no more; and a few days after, on the Pacific shore, Yankee Blade become a total wreck. Eleven large Steamers and 1200 lives in 21 months. In most of these cases it must be confessed the casualty was avoidable, and in others an improved construction would have probably saved the lives of the passengers. Eight of the eleven were stranded, and not one of them was injured whilst in its proper place; no overpowering winds thundering storm, or lightnings' darts harmed them or drove them from their routes of safety, but under the most perfect obedience to the command, to the helm and the engine, they were imprudently stranded. Six of the eight struck with her bows on, and five of them at least would have been saved with properly constructed bulkheads, as was the case with the Persia when she struck the ice, or the Vesta after collision with the Arctic. The City of Philadelphia and the Lyonnaise both had bulkheads but with the former they were not sufficiently high, as after filling the compartment, the extra immension brought the top of the bulkhead under the water line, and the second compartment filled also; whilst the Lyonnaise was struck on the line of her bulkhead, and both compartments filled together, being two-fifths of the vessels. Four of the eleven vessels referred to above would have been saved by adequate pumps and reliable steam power; none of the four steamers, Independence, Artic, City of Philadelphia, or Golden Age, made after their collision over 1000 tons of water per hour, which would have been removed by a 21 inch cylinder working with a continuous flow, at the ordinary velocity of these ships' pistons. And it is doubtful whether the San Francisco, the most terrible casualty of the lot, actually made more water the the Arabia in her celebrated run from Halifax to Liverpool last winter, after striking the rocks of the Nova Scotia coast.

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The subject of Atlantic steaming, and especially in connection with these Colonies, received an impulse, and one which bids fair to affect our position in the future, by the establishment last year of the Canadian Mail Line. The issue of this experiment, to say the least, was doubtful, and the result of this first year's working has been as unexpected as it was unforeseen. The line has aleady assumed an importance and position that could not have been anticipated, and that not so much from the development of any new description of commerce, as from the previously overlooked geographical situation of these Colonies as an entrepot between Europe and America. New Brunswick ought to benefit from this discovery as well as Canada, and when Railways intersect this Province, as they must ultimately do—and as they will do, for if we are blind to our position, other people are having their eyes open to the facts of the case—New Brunswick must be the winter route to a great part of the American Continent from Europe, as Quebec will be the summer road.

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The success of these Canadian speculations, her main trunk line of railway, and her beautiful clipper Steamers, ought not to be without their influence here. We are all parts of one great country, England's richest and brightest jewel, and the wonderful resources of this country only wait to be opened up, to make them properly appreciated. It is for us to shew to the world our position and our prospects. It is our place to point out the advantages we have, the conveniences we possess, the improvements of which we are capable; it is for us to commence the development of our vast internal resources; it is for us to make our ports as available on the land side, as nature has made them towards the ocean. They must be easy of access from, as well as to;—to be available as entrepots between the great producing West and the great consuming East, to take the place that nature has so eminently gifted them for, it is for us to open up the land connections, the sea route will take care of itself. Quebec and Montreal, without a railway or a canal, would be as little able to support a line of Steamers to England, as Fredericton or Miramichi; but with railways New Brunswick at once takes her position, not only on a par with the Canadian ports, and before the American harbours, in summer, but from the winter's break in the communication, actually before her older sister. From Saint John to the River du Loup is 30 miles nearer from Portland to Montreal, and grain or produce from the Upper Lakes could be delivered at the New Brunswick Port for half a dollar per ton cheaper than to Portland, whilst the freight to Liverpool with us is a further advantage of another dollar, quite sufficient to determine a charge in the direction of the trade; and Shediac and Miramichi have both advantage which are wanting to many of the present Ports adopted by ocean Steamers.

* * * * The well known economy of large vessels over smaller ones, is of course evident, but the Great Eastern has gone beyond all the usual rate of progression, and struck out entirely new destiny for herself. Her draft of water prevents her entering many harbours, and limits her available ports either on this side of the Atlantic or the other to a very restricted number, whilst her enormous size is adapted only for a still fewer number of markets, or commercial emporia. Combining the two, the wants of sufficient water in the harbours, and want of sufficient business on the land, and the further necessity of loading and unloading quickly a vessel, the simple interest on whose construction alone amounts to £1000 sterling per week, I cannot think that she is adapted for any existing market, or commercial purpose for which Steam vessels are at present employed. She must be and do something new. Can British America not find her employment? and there not being water enough in New York or Boston, can Halifax or Quebec not only accommodate her, but find her sufficient work? and when Saint John is connected by Railways to the rest of the world, can she not assert the advantages that nature has endowed her with her? Let us take Quebec, and see if Canada could not load such a vessel once a fortnight as easily as she now fills up her own splendid Steamers."

ANOTHER VICTIM TO SPIRITUALISM.—A stable keeper of Philadelphia committed suicide by jumping overboard on the morning of the 4th, in a fit of insanity caused by spiritualism. He left letters of one of which the following is the conclusion:

"I have come to the conclusion that I must pass into another sphere of existence before I would be able to gather those around me who would aid in carrying out these great and mighty changes that my whole soul and all that is within me cries out must be accomplished, therefore with the hope of gathering around me a mighty host of spirits who like myself sympathize with their suffering fellows upon the earth, I say with this hope I pass immediately into the invisible world, and with this mighty host I shall return and so work upon the minds of those in power, that they shall be constrained to yield to their fellow men their rights, and as the time has come for this great work to commence, I am called upon to be there, to join this mighty host in carrying out the designs of their Heavenly Father, so farewell, you shall hear from me again."

A SHANDRIE POWT, belonging to a citizen of Baltimore, has recently laid a singular egg. It was of ordinary shape, excepting at the small end of the same substance as the shell, was a perfect miniature Serpent, the tail only of which was attached to the egg. The head, eyes and mouth were perfect, and it was partially coiled, with a surface like the form of the soft scales on a snake.

WARM WORK.—On Thursday last, the thermometer indicating 90 in the shade, a man in Albany made a bet of twenty-five dollars that he could pick up 100 eggs placed three feet apart in one hour. He went to work and performed the feat in 45 1-2 minutes. The distance was over five miles.

The New York Tribune estimates the capital belonging to New York, and employed in the slave trade, at $3,000,000 and the annual profit at $17,000,000.

SINGULAR CIRCUMSTANCE.—A gentleman residing in Boston has lost a member of his family every Fourth of July for the last four years. His two sons and wife have died on that day in successive years, and on Saturday last his little daughter, aged 5 years, was seized with convulsive fits in the second of which she died.

The telegraphs now in operation in the United States consume annually about $60,000 worth of acid, $10,000 worth of nitric acid, and $30,000 worth of mercury, besides other sums for sulphuric acid, &c. Taking the last item into consideration, who will wonder hereafter that it brings us so many false reports?

A yacht of only twenty-three tons burden is about to cross the Atlantic from New York to Liverpool. It is only forty feet long. There are to be five hands in all, and it is to be provisioned for ninety days.

TURN THEM OUT, NOT A BIT OF IT!—The *Woodstock Journal*, has taken a great deal of pains, and has argued the point very logically, that it is both unjust and ungenerous to turn out the subordinates appointed to office by the Conservative Government, merely on account of their political opinions, but we can inform our respected cotemporary that he need not give himself the slightest uneasiness on that head, as we can assure him that all the fine promises made by the Smashers before the Election, were in reality only electioneering promises, made, like pye crusts, only to be broken, and if our cotemporary will only view the conduct of the present Government, through the vista of their antecedents, he will discover that from first to last not only their promises but their proceedings have been grossly deceptive. No! No!! Mr. Journal, our present Executive are too good judges of fat offices, and fat salaries, sauced with pickings, to play such a straight forward game as that. The hungry expectants of office, who supported them on no other principle, than that of being provided for, as per promise, are such a cloud of locusts, that if there were tenfold more situations in their gift, it would not satisfy, one half of them. Hence they wisely conclude that, their best policy is, to disappoint them all, that on the principle, that misery loves company; like mine ancient pistol, they will eat the leek, and take it out in grumbling.

SMASHER JOBBING.—The *Head Quarters* speaking of the conduct of the "Smasher Grumter" of the *Reporter*, who has been treating his readers to a *Sermon*, on the extravagance of officials, says:—

"His contract for reporting and publishing the debates of the Assembly last winter, was for the nice little sum of £473 for six weeks' work! He employed two Reporters for £50 each, thus securing to himself £373! And this contract was entered into *privately*, after the Committee had advertised and received tenders, several of said tenders being much lower than the sum contracted for. But a majority of the Committee were Smashers, and a Smasher got the *job*.

SELLING VOTES.—The *Head Quarters*, says the Smasher journals are expressing their holy horror, of the large sums of money spent at contested Elections, and the cupidity of the people in selling their votes, and continues that he thinks the people are quite as justified in selling their votes to the highest bidder, as are the parties they vote for, in selling both their votes and their constituents, as was the case with many of the Smashers, while passing the vote of no confidence in the Conservatives. Although we deprecate the idea of bribery and corruption, we at the same time, think they have little to complain of, when they themselves, have set the example.

A LITTLE MORE TAXATION.—The last Common Council, passed a vote to allow the Policemen, twenty-shillings each to pay their Taxes, and the Common Clerk another £100 per annum, to pay a Clerk. Here then we find a *Common Clerk*, a *Clerk of the Peace*, and assistant *Common Clerk*, and another *Clerk*, four in all to do the duty that was formerly well done by one efficient person, Mr. Ruel. This is more of Smashers doings.

THE WEATHER.—After a long drouth, which threatened to scorch vegetation, and destroy the hopes of the husbandman, on Monday evening last, the heavens were opened, and the rain descended in torrents. It has remained showery and cloudy ever since, and even now threatens for more rain. We have not as yet for the whole season had six days of what may be fairly called summer weather.

CELEBRATION OF THE 12TH AT THE JEMSEG.—By invitation of the brethren at Grand Lake, to meet them in celebrating the glorious 12th, the steamer *John Waring* was chartered, and proceeded on Monday morning to the point of destination. She had on board a large number of the brethren, with their sweethearts and wives, accompanied by the Portland Band, which discoursed the best of Protestant music. On reaching Gagetown a large number of the brethren in waiting were received on board, and from thence they proceeded to the mouth of the Jemseg, the point of attraction, where they received a hearty cheer and welcome from the assembled multitude. A procession was immediately formed and proceeded to the Church where an excellent discourse was delivered by the Revd. A. Wood. At the close of the service they proceeded to brother Scribner's, where a good and substantial Dinner was prepared, (served in the open air) in his usual good style, and where ample justice was done by several hundred well sharpened appetites. The day was beautiful, and nothing occurred to mar its harmony. At the close the brethren of St. John and Gagetown embarked on board the steamer, and amid truly british cheering, left the wharf for their respective homes, well pleased with their days enjoyment.

Too much credit cannot be bestowed on the committee for the efficient manner in which their arrangements were carried out. In fact when brothers Stephen Wiggins and E. Scribner takes hold the business must be accomplished in good shape.

DOMESTIC MANUFACTURES.—At the Piano Factory of Messrs. Kenney & Scribner, King's Square, may be seen two of the most elegant instruments either made or imported into the Province. The whole of the work, we believe, was executed by themselves; and to those particularly who are ever opposed to any thing domestic, we invite them on behalf of Messrs. K. & S. to a strict inspection of these beautiful pianos, and if they are not convinced that instruments can be made as well here (by competent hands,) as in any another place, then we can only say that their prejudice leads them beyond their reason. Go and see for yourselves.

THE FISHERY COMMISSION.—The members of the joint Fishery Commission under the Reciprocity Treaty with the United States, consisting of Major-General G. G. Cushman, of Bangor, the United States Commissioner, and R. D. Cutts, Esq., of Washington, his surveyor, with M. H. Perley, Her Majesty's Commissioner, and George H. Perley, Esq., his secretary and surveyor, met at Eastport last week, and transacted much important business. Among other things, the Commissioners decided upon the appointment of an Umpire to settle some differences as to rivers in New Brunswick and Prince Edward Island, respecting which they have conscientiously differed. We learn that the choice of Umpire under the 1st article of the Treaty, has fallen upon the Honorable John H. Gray, of this City, who was nominated by the British Commissioner, with the approval of Lord Napier, H. M. Minister at Washington.

Yesterday, Mr. Gray subscribed the declaration required by the Treaty, and took the oath of office, in presence of the Commissioners for the two countries, before His Worship the Mayor of this City, and Collins Whittekir, Esq., the United States Consul at this Port. We understand that Mr. Gray will proceed immediately to Prince Edward Island, there to enter upon the important duties confided to him.—*Mtr.*

MARINE ASSURANCE COMPANY.—At the Annual Meeting of the Stockholders in this Company, held on Monday week, the following gentlemen were elected Directors for the ensuing year: John Ward, William Parks, John Wishart, John V. Thurger, Edward Sears, Joseph Fairweather, D. J. McLaughlin, George Carvill, and George W. Worrall, Esquires.

At a subsequent meeting of the Directors, John Ward, Esquire, was unanimously re-elected President.

We learn that Gregory M. Wortabet, the Syrian lecturer, intends shortly to visit this Province.