

making and in the opinion they were urging. I do not say that her Majesty's ministers had a consciousness of the danger of the course they were taking. He contended that ministers showed a want of foresight in not anticipating the Indian mutiny, but, regretting that the Opposition had been successful in enforcing economy, he still repeated that they only did their duty.

Replying on Monday to some observations of Lord Ellenborough, Lord Panmure admitted that upwards of half a million of the charge in the Army Estimates would be provided by the East India Company. He therefore will employ that sum in obtaining recruits to supply the place of the regiments ordered abroad; 1,500 have joined during the last three weeks, and as winter approached he had no doubt they would come in much faster. Lord Ellenborough intimated that 36,000 or 38,000 could be thus provided for.

In asking for the copy of a circular issued by Gen. Sir H. Somerset, ordering that none but men of high caste should be admitted into the Bombay army, the Earl of Shaftesbury on Friday remarked that it had been immediately cancelled by the local Government, and he believed that nothing had contributed so much to the spirit of mutiny in the Bengal army as this homage to Brahminical caste, a principle wholly inconsistent with the position which we occupy in India:—

"It is certainly inconsistent with our political position and with our position as a Christian country. I for one would desire to see Christianity disseminated in India; but, in order to aid that object, I would not enter into any Quixotic crusade against the habits and feelings of the people. I would leave all that to the silent operation of the Christian missionaries. But it was, as a Government, ought to abstain from forcing Christianity on the natives of India, we as a Government ought equally to abstain from fostering religious bigotry and pagan idolatry. I do not know that any one single thing has done more mischief throughout India than this homage that has been paid to the system of idolatry by declaring that the Brahmins were to be selected and preferred above all others for service in the native army. I want, therefore to know, from some members of her Majesty's Government, whether the principle of selection to which I have alluded is to be recognised in future. For myself I believe that if the principle were laid down that men of the lowest caste, such as Pariahs, Sudras, and Chuntals, should be admitted to stand in the same rank as men of the highest caste without anything in the nature of exclusion, you would go further to put down Brahminism than by any other mode of action to which you could possibly have recourse. I think it would be very advisable to act upon the principle laid down by Gen. Jacob in a pamphlet he has recently published—that in making levies the consideration should be, not who are the best Hindoos, but who would make the most true, obedient, and loyal soldiers."

Earl Granville, promising the circular, declined to give any promise as to the manner in which Indian armies shall in future be organised:—

The noble earl has expressed his belief that a great deal of the mischief which has arisen is attributable to the attention and respect paid to the religious prejudices of the Hindoos. I have no doubt that in some instances mistakes of this kind may have been made, but it is quite clear that mistakes have also been made in the opposite direction, and I think, both for maintenance of our power in India and for the interest of the Christian religion, it is the duty of the Government to remain as neutral as possible with regard to religious questions.

It was stated in both houses on Monday that the Government had no other intelligence from India than that communicated by the papers.

One of the monster mortars manufactured by Messrs. Mollet, of Blackwall, and designed, under the special direction of Lord Palmerston, to carry the 36 inch shell, was last week landed on the Arsenal wharf, Woolwich. This experimental piece of ordnance is manufactured of wrought iron in five distinct segments, for the facility of transport, the entire piece amounting to 44½ tons, and the bed alone, composed of solid oak, weighing ten tons—Each division, when fitted, will be secured by singularly contrived fixed staples and keys, so as to form one solid whole, said to be capable of sustaining an equal amount of resistance with any piece of ordnance hitherto invented. The result will shortly transpire, as the preparations for the proofs are completed, and it is expected they will take place on Woolwich marsh in a few days.

CANADA.

Desertions from the army in Canada continue and increase so as to cause much trouble. The 9th Regiment, stationed at Canada, has already lost a considerable number of men. On Thursday night twenty-seven more deserted. The 39th at Montreal has also lost a great number, especially since they were ordered for Quebec. It is said, that although they were confined to barracks, on Thursday upwards of forty got away. Much insubordination has been manifested by them, even to breaking of windows and barrack tables.

An officer named Tryon, in an attempt to search for deserters in Griffin town, was assailed and pursued for some distance, although he threatened to

shoot his pursuers. After firing two barrels of his revolver to show them that it was loaded with shot, he was knocked down, and in falling another barrel was fired, it is believed accidentally, and shot a man named Dempsey. Lieutenant Tryon immediately ran and gave himself up to a policeman. An inquest was held concerning the affair. A telegraphic message to the News Room on Monday states that Lieut. Tryon had been acquitted—the jury bringing in a verdict of justifiable homicide.—*Quebec Chron.*

The Postmaster General has ordered the mails for the British Provinces, which have heretofore been made up for the Robbinston office, to be hereafter made up for the Post Office at Calais. By this arrangement our Provincial neighbors will receive their mails some twelve or fifteen hours earlier than they now do.—*State of Maine.*

Editorial Miscellany.

A writer in the *Quebec Morning Chronicle* of Sept. 2, who signs himself "A Merchant," makes the following pertinent observations on a subject which is yearly becoming of greater interest, the closer connection of the Provinces with each other and with the Parent State:—

In 1851 the Railway between Portland and Montreal was drawing near completion, when the Government of Canada, desirous of constructing a line of railway to the West as well as the Eastern boundary of Canada, suggested to the Governments of New Brunswick and Nova Scotia, the idea of a Grand Provincial Trunk Railway to run through Western Canada to Montreal—from thence to Quebec, on the South bank of the St. Lawrence to Trois Pistoles, and from thence to St. John's and Halifax. This line was agreed to by Nova Scotia and New Brunswick; and as there was much of the line in both Provinces as well as in the Eastern part of Canada which had to run through forests and unsettled lands, it was necessary by lessening the annual cost for interest, to obtain money at the lowest rate. This could only be done by offering the best security; and the Government of the Provinces having had reason to believe that the Imperial Government would feel interested in a work so truly national in its character, as a railway of this kind must be on all hands admitted to be, and would assist in its construction, delegates were sent to ask the Imperial Government to extend its aid to the undertaking by a guarantee of the interest on the Provincial debentures necessary to complete the work. This, I say, was the view of the matter which was taken by the Provincial Governments; but, if they ever imagined that they had reason to expect what they asked for, they were very soon awakened from such delusion. The Imperial Government refused to endorse the Provincial Debentures; and each of the Provinces had to construct such roads as it deemed necessary, on its own credit and means. Railroads being absolutely necessary to develop the resources of the Provinces, Canada (anxious though her Government was to connect her with New Brunswick and Nova Scotia) was obliged to be content with only a United States connection at Portland, and to borrow money on her own credit, for the construction of her railroads, the annual interest on which is greater than would have been requisite to pay for the construction of the whole line to the New Brunswick boundary, if the money had been borrowed under the greater security presented by the Imperial guarantee. Nova Scotia and New Brunswick, as might have been expected, have confined their construction of railways to their own settled territory; so that the prospect is slight indeed for the line being carried below St. Thomas (30 miles below Quebec) to Trois Pistoles and thence to St. John's and Halifax.

Nova Scotia and New Brunswick are, for all purposes of trade, practically as distant from Canada as are the West Indies; the inhabitants have but little intercourse; how indeed could it be otherwise, seeing that they cannot meet except by passing through the United States? Each Province has its separate Tariff; the manufactures of each are deemed foreign by the other, and subject to the same duty as other foreign goods, and a trade which might flow naturally between the whole of the North American Provinces, is thus freed under the present state of things into the United States.

Well might the Hon. Judge Halibarton, in a late lecture on British America, ask the question "were the British North Americans to be amalgamated with the United States?" I agree with the Hon. Judge in believing that no one in the Provinces at present desires amalgamation; on the contrary, I believe with him that the feeling to be part and parcel of England is a strong and universal one, and to secure such a result is surely worthy the attention of a British Statesman. And it will not be questioned by those acquainted with the facts, that disjoined and separated as are now the provinces, with but little trade or intercourse with each other, with the weight of the parent government thrown into the scale against them to the large amount of £180,000 sterling per annum as a bonus to British Mail Steamers running to United States ports, while nothing is given to British American Steamers, and with trade and intercourse rapidly increasing with the United States, the circumstances must, I think, be admitted to be anything but favorable for an increase of national feeling.

An union of all the provinces—of Canada, Nova Scotia, New Brunswick, Newfoundland, and Prince Edward's Island—might reduce the machinery of five separate and

distinct governments to one and secure the adoption of one tariff for them all; have free trade between each province in every product and manufacture; close all customs offices, except for the collection of the general revenue; and thus develop the vast resources of all the Provinces. Such a scheme, however, cannot be matured, or even so much as hoped for, until a rapid and easy communication shall have been contracted by connecting Nova Scotia and New Brunswick with Canada by railway, thus securing, through the St. Lawrence in summer, and Halifax and St. John's in winter, the best and quickest route on the American continent, independent of the United States ports for the transport of mails, passengers, and freight. When, therefore, these Provinces could have obtained the necessary funds to construct this railway at a low rate of interest, by a guarantee (which was in fact only nominal) of the Imperial Government, it must be a matter of deep regret that the opportunity was lost, and the offer of the Provinces not accepted, for a solidity and power could thus have been given to British America, which it is impossible the Provinces can attain to, as now divided.

CELEBRATION OF THE ANNUAL FESTIVAL OF THE TUSKET SUNDAY SCHOOL.

On Wednesday the 2nd inst., the Teachers and children of the Sunday School assembled at St. Stephen's Church, Tuskett. An appropriate hymn was then given out, after which an address was delivered, followed by prayer. The teacher, children and other friends, to the number of about eighty, accompanied by the Clergyman, the Revd. P. Tocque, then proceeded to the wharf, and embarked in three boats, gaily decorated with flags, &c., and sailed down Tuskett River—so remarkable for its beautiful island scenery, as far as Butter Island, where they landed. Shortly after which a fire being kindled, cooking commenced, while the rest of the party amused themselves in various ways. The tables were served with all the substantial as well as the delicacies of the season. The day was delightful, and on the return voyage the party sung in full chorus up the river. Great credit is due to the ladies of the Queen Village of the West for their sumptuous provision of the edible and potable. The party returned about 8 o'clock in the evening, highly pleased with the festivity and enjoyment of the day.—*Com.*

ILLUMINATED LORD'S PRAYER.—A few copies of a beautiful specimen of the art of Printing—the Lord's Prayer Illuminated—have been received at the Book Store of Mr. Wm Gossip, 24 Granville street. It must be seen to be appreciated. It would form a beautiful ornament for a Clergyman's study, or indeed in any situation. Published at 3s. 9d. The following are two among the many recommendations of the work:—

"I have to thank you for a proof copy of your beautiful work—the Lord's Prayer Illuminated, and to express my admiration of the way in which it is executed. I should be glad to see it a favorite in the families of the Church, &c."

H. POTTER.

"The 'Illuminated copy Lord's Prayer' which has just been published by A. A. Blin & Co. is one of the most beautiful specimens of American Chromo-Lithography that has fallen under our observation. It is printed in no less than ten colors, and considering the number of stones employed, is wonderfully accurate in its details. It should be FRAMED AND HUNG UP IN EVERY HOUSE."—*New York Herald.*

Also at the same Store may be had—some copies of interesting views of Palestine, which give an excellent idea of the various localities of its cities and celebrated places.

A DISTRESSING AFFAIR.—Letters were received in this city by last steamer, conveying the following sad intelligence concerning the family of Mr. Wm. Ley, who left Halifax for the Antipodes a few years since, and has since resided at Adelaide, South Australia. His eldest son, about 21 years of age, having gone to the Ballarat gold diggings, was killed, at the bottom of a mining shaft, by the falling of some part of the windlass upon his head. Upon the sad news being conveyed to his parents, their eldest daughter, about eighteen or nineteen years old, became so affected by it that she took a dose of poison, causing death before medical aid could be made available.—*Recorder.*

QUARTER SESSIONS.—About thirty Justices of the Peace from town and country attended this court on Friday last. The Custos, A. McKimley, Esq., was in the chair. A good deal of business was transacted. On motion of J. Jennings, Esq., seconded by A. Farquharson, Esq., it was unanimously decided that Andrew Shiels, Esq., be appointed Stipendiary Magistrate for the county of Halifax, with a salary of £100 and all legal fees.—*Chronicle*

FOR THE CHURCH TIMES.

Sir,—I beg to acknowledge through the medium of your paper the following contributions:—
From the Lady of the Lord Bishop of the Diocese—A Package for the Tuskett Bazaar.
From Miss Cogswell—A Package for the Tuskett Bazaar.
From the Ven. Archdeacon Willis—A Surplice, and Cloth for the Holy Communion.
Tuskett, Sept. 12.

P. TOCQUE.