

confidence in them; others are filling menial offices as servants in houses; and I hear from those who employ them the greatest character."

News Department.

Extracts from Papers by the Steamer America.

ENGLAND.

THE KNIGHTSBRIDGE CASE.—On Saturday, according to arrangement, Sir John Dodson, the Dean of the Court of Arches, proceeded to deliver judgement in the cases of *Westerton v. Liddell*, (the incumbent of St. Paul's, Knightsbridge,) and *Beal v. Liddell* (who is also the incumbent of the district chapel of St. Barnabas, Piccadilly.) The case it will be remembered, came before Dr. Lushington, judge of the Consistory court of London, last Trinity term, and an appeal against his decision was made to the Court of Arches. This court was crowded by clergy and laity. The learned judge, after citing an immense number of authorities, came to the conclusion that the use of the crosses inside of churches and chapels was not justified, there being no authority for them, and he must therefore pronounce against the use of crosses in churches. With regard to altars, or communion tables, he was of the opinion expressed by Sir Hubert Eust, that they should be of wood, and not of stone, not fixed, but moveable. It appeared that at St. Barnabas, the altar or table was of stone, and fixed; at St. Paul's it was wood, and moveable to a certain extent. With regard to credence tables, he did not think there was any authority for them, and, therefore he pronounced against credence tables as well as against stone altars. With regard to the coverings of the communion table during the time of the celebration of the sacrament, he found that it was directed that it should be covered by a white linen cloth, and there was no authority for lace, embroidery, or any ornaments of any character; and he, therefore, agreed with Dr. Lushington in pronouncing against any addition to the white linen cloth during the administration of the sacrament, and the same remark applied to other linen cloths, during the performance of the ordinary services of the church. With regard to the brazen chancel gates and the candlesticks, he should make no order, as there was no appeal against them. With regard to the commandments, they must be put up as the law directed. He affirmed in all respects the decision of the court below, and dismissed the appeal with costs.

There is now little or no doubt as to the intention of the Government to despatch final expeditions in search of further traces of Sir John Franklin. They will probably consist of three parties, one overland, another via Behring's Strait, and a third via Davis's Straits. The Behring's Straits expedition will probably be commanded either by Captain Collinson (should he volunteer his services), or Captain Rochfort Maguire, an officer of great energy and much active experience. The Baffin's Bay expedition will, it is supposed, be offered to Captain McClintock, but we have as yet heard no one mentioned to command the overland party.—*United Service Gazette*.

At a meeting of the Royal Geographical Society on Monday evening, Captain Sherard Osborn reported that he had just heard from Captain Castor, formerly of Her Majesty's ship *Intrepid*, Conservator of the Humboldt, that Captain Parker, of the *True Love* announces that the Esquimaux had large sledges of wood, which they had got from a ship which had been broken up on the beach, and that there was another vessel preserved up in the ice, but not yet broken up, down Prince Regent Inlet. The wood the sledges were made of had treail holes. These natives frequent Pond Bay, in Baffin Strait. Captain Osborn believes these vessels to be two more of the deserted squadron.

The will of Field-Marshal Viscount Hardinge, G. C. B., has been proved in London under £80,000.

The *Birmingham Journal* has an article detailing the results of experiments on iron manufactured by the Bessemer process, and the conclusion it draws is unfavourable to Mr. Bessemer's pretensions. The amount of phosphorus left in the iron is fatal; the writer considers, to its quality; by the old process the phosphorus is removed. "We think we may safely predicate that the iron manufacture will remain unaffected in any essential respect by anything which Mr. Bessemer had done."

In 1848, 61 children died to every 10,000 children born alive. Since that year the mortality had progressively declined as follows:—58, 55, 53, 52, 50 down to 47 in 1856.—*Medical Times and Gazette*.

THE CANADIAN TRADE.

The following letter on this subject from Mr. Cunard, appeared in the *London Times*:—

Sir,—As several letters have recently appeared in *The Times* relative to the development of the Canada trade, in which the mail contract with the Cunard company has been severely animadverted upon, it may be well, in reply to these remarks, to give a short statement of the origin and working of this contract.

Nearly twenty years ago the Government advertised for tenders for the conveyance of the mails by steam to America; several proposals were sent in, the one from me being the lowest, and the plan most approved, was accepted. The contract entered into has done no discredit to Her Majesty's Government, with whom it was made, and I think the country will not soon forget the good service rendered by me in originating it and carrying it out.

The duty has ever since been faithfully performed; the ships have departed at the appointed time without one single exception.

For many years the amount received by the Post Office for letters carried under this contract exceeded the sum paid by the Government. Recently the rate of postage has been reduced from 1s. to 6d., and the amount of postage may be now short of the contract money, the important service has been performed at a small cost to the country.

The mail service cannot be performed by transient ships; there are times in the year when freight and passengers are not to be had; under such circumstances ordinary ships would be detained. At the present time the passage money will not pay for the coals consumed on the passage, but the correspondence between Europe and America is of too much importance to admit of delay or to be dependent on irregular departures. If our Government should abandon the mail service, the American Government would continue it, and do the whole.

The ships required for this service cost a large sum of money and are not suited for any other purpose; if they were now offered for sale they would not bring one fifth of their cost. This observation will apply to all the Atlantic mail steamships, the American, the West Indian, and the Cunard lines; at the termination of the mail service the ships would be valueless; they are too expensive to use for any other purpose.

It is absolutely necessary to have large ships, with great power, to secure the regular delivery of the mails, and also to keep pace with American ships of equal power and size; the American Government give a much larger grant for the same service than that paid by our own Government. The mail steamers do not materially interfere with the steamers employed in carrying merchandise. The mail steamers take but a small quantity of freight—for instance, the *Arabia*, of 2,500 tons, can only carry between 400 and 500 tons of goods. A screw steamer of the same tonnage will carry 1800 tons, and sail at half the expense. A large portion of the freight by the mail steamers consists of French goods, brought from Havre by branch steamers, which we keep for that purpose, so that the mail steamers, departing once a week, cannot materially interfere with other ships, and it is an argument only used by persons who have some particular object in view.

The Canadians say that the Cunard steamers should be compelled to go to Quebec during the summer, and to Portland in the winter; but it is not likely that any other persons will agree with them.

Boston and New York were the ports in the United States first selected, and there are no good reasons for substituting Quebec and Portland. Quebec is closed by ice and other dangers for six months. Boston and New York are large cities, are always accessible, and have great facilities for forwarding goods and mails to every part of Canada and throughout the United States. Portland is far inferior in all respects.

The good people of Canada appear to suppose that the contract was made for their especial benefit, and no other, but they are in error. The contract contemplated the conveyance between Europe and the whole continent of America, but Canada has derived the greatest benefit from it. Previously the mails were carried once a month by an irregular, uncertain, and dangerous conveyance, by which many lives were annually lost. The postage to Canada was then 2s. a letter; now they have a regular and safe conveyance twice a week, and the postage is 6d. a letter. They have 104 mails from England annually; formerly they had 12.

They now ask the Government to subsidise a screw steamship to perform a voyage once a week to Quebec for six months, and to Portland, in the United States,

for the other six months, to enable them to develop the trade of Canada. If their statements are correct as to the immense amount of goods that is to be collected at Quebec to be shipped thence (and I do not pretend to doubt the accuracy of their statements) 40 steamers will be required weekly to carry freight, so that one will be subsidised while 39 will be disattended. If the freight is at Quebec, ships will find their way there to carry it; and, as to the granting a subsidy for a ship to Portland, I can only say that there are many steam ships now running from Glasgow and Liverpool to Boston, New York, and Philadelphia. We have had several in the trade for some years past, and we have no subsidy for them. We are building several screw steamships at present: some of them are likely to find their way to Quebec, and perhaps to Portland, if freight should offer. There will be no lack of ships if there should be good employment for them. If the Canadians ask the subsidy for an increased postal communication, I think I have shown that, with the present semi-weekly mails, they have no good grounds for such application, and I think the Government would not be disposed to give a bounty in such form merely to promote a commercial enterprise.

I am, Sir, your obedient servant,

SAMUEL CUNARD.

London, Dec. 29.

No fact more clearly shows the enormous activity of British commerce than this—that the exports of our home produce and manufactures for eleven months of the present year, exceed by £10,000,000 in value our similar exports for the whole of the preceding year. The value of the produce and manufactures of the United Kingdom exported in 1855, amounted to £55,000,000; when the returns of the present year are published, they will probably exhibit an increase of more than £20,000,000 for the whole year.—*Times*.

DINNER TO LORD PANMURE.—On the 30th ult. Lord Panmure was entertained at a public dinner by the county gentlemen of Forfar, to testify their respect for his lordship as lord-lieutenant of the county, and as an acknowledgment of his public services as Minister of War. The chair was occupied by Sir John Ogilvie, convenor of the county. Lord Panmure in his speech, alluded to the circumstances under which he was called upon to take office, and to the radical change which he and his colleagues had made in the constitution and command of the British army, owing to which everything went on with greater ease than when he had assumed the reins of office. He admitted that in doing this the present Government had only done what any other Government occupying its place would have done, but asserted that it was a credit to any Government so to have simplified and modified the military administration that "we could embark any number of soldiers we might be called upon to provide complete in all their equipments, ten days after the order had been given." After dwelling at some length on the policy of the late war, and eulogising the generous and patriotic spirit exhibited by Parliament and the people, he deprecated any sudden fit of ill-timed economy, and said that we might look forward to the maintenance of good efficient forces both in the army and navy, but with considerable relief from the taxation of the war. In fact, he could promise that the estimates this year would not come within £20,000,000 of what they did last year, when they amounted to no less a sum than £35,000,000.

Our obituary last week mentioned the death last week of John Douglas, Marquis of Queensberry, at Edinburgh. By his death a vacancy occurs in the representation of Dumfriesshire, as his son, Lord Drumlanrig, member for the county, will now take rank in the Scottish peerage as Marquis of Queensberry.

BOMBARDMENT OF CANTON.

Advices published from Alexandria, beyond those from Trieste, render it possible to obtain a tolerably complete and connected view of the recent occurrences at Canton.

It has more than once been mentioned by our correspondent at Hong Kong that the intercourse between the British authorities and the governor of Canton has for some time been embarrassed with growing difficulties, the result of unredressed grievances of British merchants. On the 8th of October the Chinese authorities consummated their career of arbitrary violence by seizing a torcha under British colors and making prisoners of the crew. It is stated on good authority that they cut off the heads of four of the prisoners, consul, Mr. Parkes, the British agent at Canton succeeded first on board the torcha.