against the sad reverse, now that her youngest darling was gone, had nothing to live for, and soon she too slept beside her children.

The eldest son, naturally wild, had only been restrained from following his father's pernicious example by the tender watchfulness and earnest prayer of his mother. But her restraining influence was no longer felt, and he yielded to temptation and plunged headlong into intemperance and vice. His career was a brief one.—Before he had completed his twenty-fifth year he was [illegible]

he awoke to reason and reflection, deep remorse took possession of his soul. Over the bloody corpse of his murdered son, he felt those bitter pangs which are only known to him who has a child's blood upon his soul. Tears of repentance availed nothing. The last one was gone, and though he would have poured out his heart's blood like water to have restored them to life, it was too late. Intemperance had finished its work. This ruined family were its first victims in our hitherto peaceful and happy valley. And it soon was generally admitted by the sober and reflecting, that *the shortest road to destruction, both in this world and the next, lay through the village bar-room!*

MORTALITY ON BOARD THE SHIP LADY MONTAGUE.

For some days past the Marine Department of the Board of Trade have been prosecuting an inquiry relative to a fearful case of mortality, involving no less than 271 deaths, on board the British ship the *Lady Montague*, recently returned to the port of London, after a voyage of nearly four year's duration.

The attention of the Board of Trade was first drawn to the melancholy occurrence from the circumstance of an unusual amount of money being paid into the Merchant Seamen's Fund as "dead men's money" by the owner of the *Lady Montague*, in accordance with the Mercantile Marine Act, and upon the ship's log being examined the fearful amount of mortality was disclosed; but the only information to be gleaned as to the character of the pestilence was, "that portion of the provisions were unfit for use." Inquiries were ordered to be instituted, and the following is the result:—

Office of Committee of Privy Council for Trade, June 9.

Sir,—I am directed by the Lords of the Committee of Privy Council for trade, to call your attention to the enclosed summary of deaths on board your vessel, the *Lady Montague*, during her voyage from China to Callao in 1850, extracted from the log, and request that you will, if you are able, furnish my lords with the number of passengers who sailed from China in the vessel, and also with any information you may be able to give with regard to the cause and circumstances of this frightful series of calamities.

I am, Sir, your obedient servant,
T. H. FARRER.

John Vaux, Esq., Shipowner, Southampton.

Summary of extract from the log of the ship *Lady Montague* from Cumsingmoon, in China, to Callao:—Feb. 17th. Received the emigrants on board.—18th to 28th. Number of Chinese died, seven. Remarks—Two Chinese jumped overboard and were picked up.—March 1st to 21st. Died, 91 Chinese, and two Lascars. Remarks—One Chinese jumped overboard and was drowned. Several described as being found dead in the morning, having died during the night.—April 1st to 13th. Died 51 Chinese, two Lascars, and the second mate of the ship. Remarks—During the passage several casks of water were found to be sour and perfectly unfit for use; also the fish sent on board for the use of the emigrants—13th. Died, the steward. Ship arrived at Hobert Town.—14th to 30th. Died, five Chinese, and two Lascars.—30th. Ship sailed from Hobart Town to Lima.—May 3rd to 18th. Died, 10 Chinese, seven Lascars, and two of the crew, the surgeon of the ship and one apprentice.—June 20th. Died, seven Chinese, four Lascars, and the second mate of the ship.—27th. Ship arrived and anchored at Callao. Total death: Chinese, 171; Lascars, 17; crew, 7.—From the above it would appear that 193 persons died between the 18th February and the 28th June. It is however, mentioned in the log that the Governor of Callao came on board to ascertain the number of deaths and to cause the ship to be fumigated, and the result is stated thus:—Number of deaths, 245; remaining, 201.—T. H. Farrer.

The communication brought a reply from the owner, in which he states that he is unable to furnish any additional particulars, that the captain had died, and the mate in disobedience of his orders, had chartered the ship for the conveyance of emigrants, in consequence of which he had been superseded. It may be here necessary to notice some particulars respecting what transpired on board the unfortunate ship. She was 760 tons burden, and left Southampton in May, 1848, loaden with coals, for Aden, in the charge of Mr. Wells, master. In the course of six weeks Mr. Wells died, when the chief mate, Mr. Samuel Robinson Smith, whose name is alluded to in the correspondence, took the command. After discharging her cargo at Aden he proceeded to Bombay, thence to Canton, Amoy, Shanghae, and continued trading backwards and forwards between those ports and eventually chartered the ship at Cumsingmoon to take Chinese emigrants *via* Callao. She sailed on the 17th February, 1850, having on board, including passengers and crew, no less than 500 souls. Whether she was properly victualled or not is a matter yet to be satisfactorily learned. Certain it is that sickness and fever seized the helpless creatures within a few days after his departure. The water and provisions which had been provided for the emigrants became putrid (as reported in the log). The mortality that ensued need not be more particularly alluded to than to mention that the suffering of the the poor creatures were of the most frightful description. Many committed suicide by jumping overboard, and by the time the ship put into Hobert Town, no fewer than 193 had perished. At Hobert Town the Governor sent all the assistance that was possible to alleviate the sufferings on board. By the 30th of April, the medical officer who had gone to the relief of the emigrants succeeded in restoring those who survived to a state of health, and the ship resumed her voyage to Callao. The pestilence, however, again broke out, and before the Lady Montague had reached her destination nearly 100 others had died. The only letter Mr Vaux received from the captain regarding the fearful epidemic which had seized his ship was the annexed, as may be observed, is very vague, as to the character of the sickness:—

Callos, July, 13.

To John Vaux, Esq., Southampton:

Sir,—I beg to advise of having arrived here on the 20th ult. I have had a most awful passage of it, dysentry and fever having broken out among the Chinese emigrants shortly after leaving China, which carried off 271 souls, including 26 of the ship's crew. Among the latter were poor Mr. Brazier, the apprentice J. G. Paul. I had promoted Mr. Brazier to second officer on leaving China, but, poor fellow, he had only one week of duty, in all the passage, and died the night the ship got to Hobart Town. I was obliged to make for the nearest port, to save the ship, the remainder of the crew and passengers. I have also been attacked, and lay at the death's door for a whole fortnight, but Divine Providence spared my life a little longer. The only person in the ship who has not been sick is the apprentice, Hubcroft. You may be sure I have had a dreadful time of it on the passage. For weeks and weeks I have had no more than four, or five, and six men, besides myself to navigate the ship. No officers neither, and in a high southern latitude, with a cold stormy weather to contend with. Thanks, through the bounties of Almighty God, I have arrived with the ship here in safety. I was put in quarantine until the 9th, at St. Lorenzo Island, allowed to go on shore on the island, and everything that was required sent to us from Callao.

JAMES R. SMITH.

The above is all the information that the Board of Trade have been enabled to elicit respecting the frightful series of calamities—only three out of a crew of 36 which went out with the ship, have come home.

THE FISHING TROUBLES IN ENGLAND.—MR. WEBSTER'S MANIFESTO.

[*From the London Times.*]

It seems [illegible] the United States, is Mr. Webster's official paper on the subject of the British Colonial Fisheries in North America, with a view to the [illegible] of the Whig party for the Presidency. In other words, to use the political slang of the American journals, this manifesto of the Secretary of the State "is intended for Bunkum;" for Mr. Webster must be perfectly aware that no new pretentions have been raised by the British Government—that no unforeseen occurrence has taken place, and that the British authorities in the colonies or at home merely intend to enforce by suitable means, the observance of our treaties with the United States and with France. It will not be disputed that the protection of the fisheries by armed force within the limits as- [illegible] protection of the coast from a contraband trade; and there is nothing at all menacing to the amicable relations of the two countries in the necessity of reinforcing the squadron of small vessels by which the police of these waters is carried on. Mr. Webster's note appears to be a statement for public information intended to warn persons engaged in those fisheries, that the British authorities are now resolved and prepared to prevent foreign fishermen from trespassing within our own limits. It seems that a practice had grown up on the part of the fishing boats of New England of extending their operations considerably within the bay of Nova Scotia, and within the line of one marine league from the British head lands, which is the legal boundary. From the nature of these rights it is impossible to protect them without the presence of a considerable number of small armed vessels; and if the authority of the government is not adequately represented on the spot disputes are apt to arise among the fishermen themselves, or the rightful owners of the ground may be driven away by an invasion of unlawful competitors. Mr. Webster does not deny the authority of any part of the treaty of 1818, through he seems suddenly to have discovered that its provisions are unduly harsh and unfavorable to the American fishermen; but he exaggerates the difficulty, and we think he rather needlessly talks of "the involvement of the government in question of a very serious nature, threatening the peace of the two countries." The Bay of Funday is as obviously a British possession, by the law of nations, and by the terms of the treaty, as Delaware Bay, or, Chesapeake Bay, belongs to the United States, because they are "arms of recesses of the sea entering from the ocean between capes and headlands." The application of the term, in a looser sense, to such waters as Hudson's Bay, or the Bay of Biscay, has nothing whatever to do with the interpretation of this treaty. Nothing can be more precise or conclusive than the terms of the treaty by which the United States "renounce forever and liberty of fishing heretofore enjoyed or claimed by the inhabitants thereof, on or within three miles of any of the coasts, bays, creeks or harbors, of his Britannic Majesty's dominions in America not included in the specified limits." These specified limits do not include the Bay of Funday, for they commence at Cape Ray, on the coast of Newfoundland, and extend through the Straits of Belleidle, northward, to the coast of Labrador; and to that region only, on our own coast, the fishermen of the United States have a right to resort. As to the protection of the Bay of Fundy, by the British cruizers, we cannot conceive that it admits of a question or an argument on the other side. The only ground on which these measures could be represented as any hardship at all is, that since 1818, the British authorities have been somewhat remiss in the protection of their undoubted rights, and that the navel officers commanding on the station have not had a sufficient force at their disposal. We have been aware, for some years, that an increase of force was much required on these coasts, for, in the summer of 1848, Capt. Loch was despatched with her Majesty's frigate Alarm to Newfoundland, not only to protect the fisheries, but to report on the whole subject, and the report was laid before Parliament in the following session. Capt. Loch's observations related principally to the habitual enroachment of the French fishermen and bankers (as they are termed) on our own coast. The French fisheries of Mipuelon and St. Pierre employ about 10,000 seamen, who are the right arm of the maritime force of France; are protected by a bounty of eleven francs per cwt. on the dried fish, a sum equal to the value of the article itself; they contrive to get their caplin or bait illegally from our harbors, and they undersell our own fishermen in the market. To protect the French fisheries six cruisers are employed, a corvette, a steamer, three schooners, and a store ship. To Protect the British Newfoundland fisheries we have lately had but one man of war. We learn, therefore, with satisfaction, that the Janus and Buzzard steamers are despatched to Newfoundland, and that the admiral is authorised to take up some small schooners to watch the coasts of Belleisle and Labrador. The French government has at the same time, concurred in the appointment of a commission to investigate the subject of the fisheries, and to remove as far as possible, all future grounds of dispute. Nothing but actual and constant supervision can keep the fishermen of different countries within their proper bounds, for they have continual temptation and continual opportunities to transgress them. But provided the cruisers on these stations enforce the strict boundary, and scrupulously cause the law to be observed, it is the common interest of all the governments concerned to put down this species of contraband trade. On one point, however, the course adopted on this question by Sir John Packington, appears open to considerable doubt. Contrary to the policy of the late government, he proposes to allow the colonies, when they shall so think fit, to promote their fisheries by bounties, and not to interpose the Imperial authority to prohibit such bounties, especially while we are engaged in commercial negotiations with the United States of America. Bounties are protection in its most direct and absurd form since they are a direct appropriation of the public funds to one branch of private industry, and this money passes by a corresponding reduction of price into the pockets of the foreign consumer. But if the Colonial Legislatures choose to fling away their revenue by distributing a surplus among the fishing interest, it is not equally certain that the Colonial Secretary in Downing street is bound to disallow such ordinances, which probably injure no Imperial interest, and indeed serve at no expense to the country, to support the competition of the British fisheries against the high bounties of the French Government. There is however, the obvious danger that the Colonial Legislatures by which these bounties are voted consist mainly as in Newfoundland, or partly, as in Nova Scotia, of that particular class of the community which is benefitted by this arbitrary distribution of taxes levied on the whole colony. The only legitimate form of protection to fisheries is that which consists in the prevention of the clandestine appropriation by foreign fishing vessels of what belongs, by law, to the coasts and subjects of the British empire. These encroachments, in fact, differ in no respect from any other kind of robbery. They are poaching on the ocean; and the United States can do no more by way of preserving its citizens from penalties incurred by such offences, than to see that the provisions of the law are faithfully complied with.

FORTY MILES AN HOUR.

A Correspondent of the Albany Journal, in an article under the title of "Railroad Accidents and Legislation Thereon," speaking of speed at forty miles an hour says:—

"Men who are used to the railroad, and to the working of the rolling stock, know what such a rate of speed is and how wonderful is the operation. Let us examine it. An engine, tender and train of four passenger cars and one baggage car, when properly loaded, will not be much less than eighty tons weight. This body at the rate of forty miles an hour, moves about sixty feet in a second. That is, between two beats of a clock, it flies across a common street. The driving wheels, if six feet in diameter, revolve three times in a second. The common wheels of the cars revolve about eight times in a second. The revolutions of the driving wheels are produced by the motion of the piston in the cylinder. To each revolution of this wheel, there are two motions of the piston. Thus there are six motions of the piston to the second, and at each of these motions a valve is opened or closed, for the taking or exhausting steam from the cylinder. This must be a complete and perfect operation, each time to produce the speed. But there are two cylinders working at opposite sides of the engine, and at different points on the crank of the wheel, or axle, as may be, and they do not move at the same instant, or, rather, they alternate, and thus, each performing the same office, they divide a second into twelve equal parts or periods, in each of which the perfect and complete operation of taking or exhausting steam is performed, and at the end of each motion the piston actually stops and turns the other way. Now, the eye could not count or comprehend these motions. The ear could could not distinguish the exhausts through each is as perfect and distinct when the engine is drawing a heavy load four or five miles an hour, when it seems to labor and cough as if struggling with its load. [illegible] of forty miles an hour analyzed. [illegible] not be very greatly increased [illegible] attach a rate of speed? Who can see the [illegible] upon parts of machinery that may result in a fracture when moving at this rate?"

The Chronicle.

Saint John, September 3, 1852.

THE FISHERY QUESTION.

A summary of the terms upon the basis of which this question is *reported* to be settled, will be found in another column. Until we are further advised in this matter, we refrain from offering any extended remarks, being impressed with the conviction that the views of the Colonies will be fully ascertained before the question is finally disposed of. Colonial rights are mainly concerned, and we are therefore slow in believing that one particle of them will be bartered away by a Conservative Government, without a fair equivalent. As to the *American Fishery*—judging from the manner in which ours is systematically poached upon—it is quite evident that even Jonathan himself, has not yet, been "cute" enough to discover it!

THE EARL OF DERBY AND MR. HINKS.

We strongly condemned the bullying tone assumed by the Canadian premier, in his letter to the Colonial minister, and are happy to repeat, in the course we adopted, that we were well sustained by the most respectable portion of the Canadian press. This patriotic? Hampden has again been riding the high horse, and making himself ridiculous, in the course of a recent parliamentary speech, as will appear by the following extract from the QUEBEC CHRONICLE.

"He (Mr. Hincks) was as much a minister of the Crown as Lord Derby was, and he would never consider for one moment what might be the opinion of any British minister. There was doubtless a difference of opinion in this respect between British and Colonial ministers; and, with all respect, he thought the views of the Imperial ministry unconstitutional, and such as ought to be combatted on all suitable occasions." This, like all declarations coming from the Honorable Inspector General, when his bump of combativeness is excited is surely, a very spirited declaration—a declaration so very spirited that the laughter which followed it, is not to be wondered at. Those who have ever hated British supremacy could not suppress the sense of pleasure which they felt and those who have always prided themselves on their connection with Great Britain smiled at the radical, the revolutionary expressions, which in a moment of weakness, had slipped from one, holding under the Governor, the highest position in the Province. *In vino veritas*: in excitement, produced by wine, or any other way, there is truth. The true anti-British character of the speaker slipped out between his teeth before he knew what he was about. He would give worlds, probably, now to recall the words which have gone forth to be applauded by the disaffected in every corner of the province. Mr. Papineau might well smile and nequiesingly nod his head:—for never at any time he said more, seldom so much. Mr. McKenzie, opposed as he is to the *Clergy Reserves*, would not have so expressed himself, knowing as he well does that so long as Canada is a colony, her rulers must have respect to even the wishes of the Home Government. Let the Canadian French see to their institutions. Let them take care what support they give to one who to effect his purpose will scruple not at anything; the liberals of Upper Canada will take care of themselves. For the present ministry a more imprudent declaration could not possibly have been made: it is one, which will upset their Representation scheme, and positively defeat their intended action upon the *Clergy Reserves*. Was Mr. Hincks ignorant of these words of Burke, when he said he would "never consider for one moment what might be the opinion of any British minister;"—"When no means of power to awe, or to oblige are possessed, the strongest ties which connect mankind in every relation, social and civil, and which teach them mutually to respect each other, are broken.—Independency, from that moment, virtually exists. Its formal declaration will quickly follow!"

RAILWAYS.

It is very desirable in all cases that Railways should be made in as direct a line as possible, having a due regard however, to the expence of construction between their termini. No deviation is allowable on a main trunk line, for the mere purpose of accommodating villages, or even larger communities, which may lie contiguous to the line of route. If it is considered that such places should be aided by Railway facilities, this can be accomplished by branch lines, so that no time need be unnecessarily lost by the *through* passengers.

If these remarks have a general applicability, they have certainly additional force, when taken in reference to the European and North American railway, which is intended not only to accommodate a vast amount of population located along the line of it, but which will be mainly constructed with the view of materially diminishing the time of travelling between Halifax and New York, or rather between England and the densely populated parts of the Union. If this object is attainable, all sectional interests, local preferences and other minor considerations must give way, in order that the one great end may be achieved.

We have heard a great many suggestions in reference to the course which the track should pursue between the Bend and Calais, but as they were mainly dictated by selfishness, it is not at all likely they will merit the least attention. If every man who owns a sawmill, or old lady who holds an interest in a hen-roost, lying within five miles of the line of route, as marked by Mr. Wilkinson, could only have his, and her way in the matter, it is very certain, that this section of the E. and N. A. Railway, would be compelled to form some half a dozen of true-lover's knots, in order that the lumber and egg trades, might attain Railway accommodation!

The Government Directors we trust will duly watch the interests of the people, which they will be appointed to represent, whilst they bear in mind that the peoples' money, to a very serious extent, should be expended in such a manner, as may best secure the greatest amount of general good.

THE MASSACHUSETTS FISHERY.

Perhaps no papers in the Union have manifested a more bitter feeling towards the British Colonial Governments, in consequence of their recent determination to protect the indubitable rights of British fishermen, than has been evinced by the journals of Massachusetts. Had the affairs of the American nation been entrusted to the management of these hostile editors—right or wrong—the two countries would have been at war long ago, but fortunately, the destinies of the Republic are in more prudent hands. If the colonists had commenced in 1839, by protecting their cod and mackarel fisheries, and exhibited the same dog-in-the-manger-like policy in reference to them, as our neighbors in Massachusetts evinced in respect to the annual catch of *bluefish, scup* and *alewives*, as exemplified by the subjoined enactment, probably there would at the present moment have been something more to quarrel about, than is presented by the convention of 1818, in understanding which, no two men who are sober and can comprehend plain words, should differ in the slightest degree.

"CHAPTER 85, REV. STAT. OF MASSACHUSETTS.

An Act concerning the Sea-coast Fisheries—passed April 3, 1839.

Sect. 1.—No person, living without the State shall take any [illegible] of any town on the sea coast in this State for the purpose of carrying them [illegible] may be taken and carried away by any person [illegible] than fifteen tons burthen, under penalty not exceeding twenty dollars for every offence, and a forfeiture of all the fish and baits so taken.

Sect. 2.—The [illegible] mentioned in this Act may be [illegible] use of the town in which the offence shall have been committed by indictment, or by complaint before any Justice of the Peace.

Sect. 3.—The provisions of this Act shall not extend to any town [illegible] such town at a legal meeting shall allow the same."

JOHN DOE AND RICHARD ROE.

John Den and Richard Fen—
Old England long has felt the curse,
Of these designing men.

By a late act of Parliament the ancestors [illegible] of these worthies [illegible] in future [illegible] Doe nor Roe, nor yet Den [illegible] and Fen, will have anything to do with [illegible] ter. The declaration [illegible] done, will contain a plain and [illegible] facts, so that [illegible] the nature of the plaintiff's claim [illegible] mon comprehension [illegible] the signature and [illegible] rous "white lies" which [illegible] an action of ejectment, would [illegible] with contemptible folly, or unmitigated knavery. We are yet to learn that [illegible] equity, is so purely [illegible] must be wholly discarded, and fiction resorted to, as the only means of [illegible]. The *Head Quarters*, we perceive, in treating of the subject of Law Reform, and in the matter of Mr. Watts, the Editor of that paper, we feel assured, that ample justice will be done to this important question. The Law Commission may have the matter before them and under their supervision, we have no doubt, that in due time a vast amount of antiquated, technical and useless precedent, will be removed from the courts of law where they have too long obstructed the course of justice. The object of legal investigation should be, to obtain "the truth, the whole truth, and nothing but the truth," then why should any of the preliminary proceedings be based on fiction?

"As the diamond excels every jewel we find,
So TRUTH is the one peerless gem of the mind."

The French Canadians adhere very rigidly to antiquated precedents in their law proceedings, whilst the English population denounce them in no measured terms, and solemnly declare that the whole country is suffering from their retention. Nos institutions, notre langue, nos lois, is the motto of Johnny Crapeau in Canada, and as Alison truly observes, *he* remains inert and stationary, while progress and prosperity, mark the career of the Anglo Saxon population which surrounds him.

When the Does and Roes and Dens and Fens are officially declared to be defunct in New Brunswick, perhaps, they may be considered worthy of the following railway epitaph from Punch—

A sudden pitch
From an unlucky switch,
Laid us dead—in a ditch.

EFFECTS OF RAILROADS ON COMMERCIAL CITIES.

We take the following from the *American Railway Journal*. We may here remark—being in connexion with the subject—that the question is sometimes mooted, whether ton and ship timber deals, &c. can be carried at a sufficiently cheap rate by Railway in this Province, so as to induce this mode of transit for such, and similarly bulky merchandise. We can only reply, that in England where railways have cost about ten times as much per mile, as they are likely to be constructed for with us, we have the authority of Mr. Brathwaite Pool for saying, that timber is carried by rail, from Grimsby to Manchester 107 miles at 10s a ton. We presume in New Brunswick, the same article can be carried at about one half this rate.

The city of New York is now accessible from every part of New England (with the exception of the eastern part of Maine) and the State of New York, by one days journey on Railroads. A traveller may leave Waterville, Me., which is 430 miles distant from New York; Montreal, Canada 400; and Dunkirk and Buffalo, which are about 470, in the morning, and reach this city the same evening by continuous lines of railroad, at an average charge of two cents per mile. Light articles of freight, newspapers, &c., are forwarded to, and received from the same points with equal despatch; so that the six millions of people residing within the States named, are within one day's time of this city. And in the evening, the most remote parts of it are, in the ordinary course of the mail, put into possession of our morning's news; and, on the other hand, our shops and the stands in our markets display the delicacies and dainties which the morning light shone upon some 400 miles distant. The whole country within this distance, by means of railroad, is made the market garden of the city, each inhabitant is brought into as intimate relation to it, as was the person who lived within 30 miles a few years since. A trip of a day is now sufficient to bring nearly every inhabitant of New York and New England to this city, and who may, if they choose, return home the next.

These facts will serve to show the influence that railroads are exerting, in the facilities they give in the movement of persons and property. To a city they increase the area of country tributary to it in a much greater ratio than the length of their lines. To give a clearer idea, we will briefly illustrate this proposition. We will assume that the speed of the ordinary loaded team on common roads is 2 1-2 miles per hour, for 12 hours, which will give 30 miles as the extent of a day's travel, and 60 miles as the diameter of the circle from which a city without railroads could draw its daily supplies of food, &c. This would give an area of country of more than 2,700 square miles.

The freight train on a railroad moves at the rate of 12 miles an hour, or 288 miles in 24 hours. The circle within daily reach of a city by freight trains on railroads would by 576 miles, embracing an area of 124,416 square miles, or more than 48 times greater than the circle within reach of the same point, by the ordinary waggon! By the use of railroads, therefore, a city increases its capacity for business as well as its supplies of food, and all the articles used in the economy of life, 4,600 per cent.

It will be found, upon calculation, that the difference in cost of the two modes of carriage supposed, is in about the same ratio as the above distances.

The above statements are a most striking as well as correct illustration of the value of railroads, and demonstrate most clearly their importance in promoting the business of commercial, or trading points, and prove how necessary they are to farming communities, in creating a value for their produce, in opening a market for them. They explain the rapid growth of cities, that are the termini of a large number of railroads, and the rapid appreciation in the value of the country they traverse. With an ordinary road, a farmer living 30 miles from a city may be without a market for many of his most important articles of produce from the cost of transportation, while another living upon a railroad but 200 miles from the same point, finds a ready sale for all he can raise at remunerating prices.

ST. ANDREWS AND QUEBEC RAILWAY.—We are happy to notice that the St. Andrews and Quebec Railroad is commencing [illegible] [illegible] —*St. Andrews Standard.*

The *Chronicle* is not obnoxious to the charge in the above extract, as we have very frequently noticed the progress and prospects of the Railway, and with much satisfaction.—[*Ed Chron.*]

HARPER'S MAGAZINE.—We are indebted to Mr. B. O'Brien, for the September number of this excellent periodical. As usual, it abounds with a large amount of useful and [illegible] matter [illegible] which it can be procured at Mr. O'Brien's Book Store, in King Street.

Seven Days Later from Europe!

[*By Telegraph to the News Room.*]

The Steamship *America* arrived at Halifax [illegible] o'clock on Tuesday [illegible] gers. [illegible]

[illegible] is in a sound condition, but producers of all kinds of both goods and yarns are pretty well engaged at remunerative prices.—The only exception being in the heavy makes of domestics for which however more enquiry is shortly looked.

In France [illegible] still rising, and new brandy begins to [illegible] [illegible] closed for account and money at 99-3-4 to 99-2-1. The bullion in the Bank of England amounted to 221,621,000.

Coffee was in steady demand; plantation Ceylon [illegible]

The speculative demand for rice had subsided, and sales in general were only practicable at from 3d. to 6d. reduction.

The sugar market was inactive throughout the week.

IRON.—The demand for common bars at £5, free on board, in Wales. Rails £5. 17s. 6d. to £6.

Parliament has been prorogued to the 21st October, then to be further adjourned, the *Globe* says, to the third week in November.

The accounts from Ireland regarding the potato crop are more favourable.

G. P. R. James is appointed British Consul at Norfolk, Va.

The Duke of Hamilton recently expired, at the age of 85 years. He was the premier Peer of Scotland, and is succeeded in his title, &c., by his son the Marquis of Douglas.

The steamer Great Britain sailed from Liverpool for Australia on the 21st, with a full complement of passengers, and goods and treasure on board to the value of nearly one million sterling.

SETTLEMENT OF THE FISHERY QUESTION.—The Ministerial journals announce, with perfect confidence, the satisfactory termination of the dispute on the subject of the North American Fisheries, which is likely, indeed, certain to be adjusted on terms absolute reciprocity, so far as the right of fishing is concerned. The Americans are to be at liberty to fish in all British waters, and the British in all American waters, subject on both sides to the restriction of three miles from the shore of any country to which they do not belong—the three miles to be measured from the nearest land, without distinction of bay or open sea.

The screw frigate Termagant, 24 guns, now being fitted out at Portsmouth, it is said will join Admiral Seymour's squadron.

The Harvest was proceeding favourably in both England and Scotland.

More gold has arrived from Australia. The sum now amounts to about twenty millions within the past twelve months.

The Crystal Palace at Copenhagen was opened on the 6th.

The Darmstadt Coalition have made conciliatory offers to Prussia.

The Brazilian Government has bought eight ships belonging to the German navy.

A new Austrian loan is meditated.

Rusia has concluded a commercial treaty with the Pope.

The cholera is fast depopulating Russia Poland. On the 9th, 477 persons were attacked at Warsaw, and 203 died.

Cholera has also broken out in Upper Silesia.

The Turkish ministry has been overthrown, and Ali Pacha succeeds Reschid as Vizier. The Bosnian difficulties are becoming serious. The change in the ministry arose from a remonstrance of the French envoy respecting the affair of the Holy Cities.

Madame Goldschmidt and her husband have gone to Vienna, from their retirement in Poland.

IRELAND.—*The Riot at Six Mile Bridge.*—The Coroner's Jury have returned a verdict that the riot at Six Mile Bridge were wilfully murdered by John C. Delmage, Justice of the Peace, and eight soldiers of the 31st Regt. Five Jurors dissented from the verdict.

FRANCE.—The news from France is void of interest. The Princess Vasa and her mother have gone to Austria for the winter, and her marriage with Louis Napoleon is supposed to be broken off.

A French war steamer has seized three English schooners for fishing within three miles of the coast of France.

M. Thiers has arrived in Paris.

Louis Napoleon is seriously ill of nervous irritation.

The Cologne Gazette says that Georgy, who had been ordered to reside at Klagenfurt, has been removed to the fortress of Kustein. No reason is assigned.

SPAIN.—In Spain great damage has been done by rain storms, and much mischief has been committed by brigands.

Equador ships are henceforth to be put on the same footing as Spanish vessels in Spain.

PASSENGERS by the America for Halifax.—His Excellency Sir Edmund Head, Lady, and two children; His Lordship the Bishop of Fredericton and two children; Sir Gaspard Le Marchant's family; Sir Charles Lyell and Lady; Rev. Mr. Stewart, lady and child; Ensign Smith; Messrs. Vesey, Fravashan, Woodford, Blackerston, Handcock, Major, Mc'Gregor, Daniel, Horsfall, and Messrs Rutherford.

SHIP NEWS.—Arrived from St. John, Aug. 12th, Daring, at Queenstown; 14th Velocity, at Gloucester; Kate, Liverpool; 15th Mersey, Bristol; 16th, Eos, Grimsby; 17th, Onward, Liverpool; Beejapore, do; 18th, Compeer, at the Clyde.

ERIE, N. Y., August 20.

TERRIBLE STEAMBOAT CASUALITY—250 LIVES LOST.

The steamer Atlantic, at two o'clock this morning, came in collision on the Lake with the propeller Ogdensburg, and sunk in a half an hour. The Atlantic had on board 500 passengers, 250 of whom were lost. [illegible] getting on board the Ogdensburg with nothing on but their night clothes, and were brought in here this morning. The Ogdensburg was somewhat injured, but lost none of her passengers.

It is believed that all the crew of the Atlantic were also lost, with the exception of the captain and first mate. A dense fog was prevailing at the time.

SECOND DESPATCH.

ERIE, Aug. 20th, noon.

At the time of the collision a dense fog was prevailing. The passengers were all in bed, and the [illegible] [illegible] down to the cars in this city.

From the best information we can gain, we are led to believe that not less than THREE HUNDRED lives are lost.

THE LATE COLLISION ON LAKE ERIE.—The New York Courier has the following remarks upon the gross carelessness which led to the wholesale sacrifice of human life on board the steamer Atlantic:—

"There is no longer room for doubt that the late terrible destruction of human life on the steam- [illegible] The whole drift of the testimony establishes that there was no fog which prevented [illegible] [illegible] and that in this respect the owners of the steamer are deeply guilty.

Again it is further established that the Ogdensburgh was exceedingly and unnecessarily [illegible] [illegible] there is deep guilt in this case, and that many persons are concerned in it, can no longer be questioned. The great point to be determined now is, whether the guilty parties will be subjected to any kind of penalty. Are those whose misconduct and neglect have directly caused a sacrifice of the lives of 2 or 3 hundred human beings to escape with impunity? No one in view of former experience in similar cases will dare to say that they will not so escape, but every one will be bold to say, that they ought not.

Every sentiment of justice in the human bosom has already condemned them;—but will the law give to that condemnation any palpable and persistent efficiency? We are aware that the opposition of the press and the expression of public opinion in any shape do not seem to avail much in bringing this class of criminals to merited punishment; but yet we are loth to believe that our statutes made and provided for these cases, are an utter sham. There are, we think, some reality and some power in them, which by proper effort in the right direction, would be brought out. We trust that this may yet in some way, through some agency, be effected before the sky falls."

A GREAT DRILL.—There is now construction at Souther's Globe Works, South Boston, a most stupendous drill for boring the tunnel through the Hoosac Mountain. The tunnel is to be 24 feet in diameter. The drill has a large wheel with a thin rim placed upon a revolving shaft. The rim is mounted with stream cutters, which are of such size, and so arranged, as to cut, when in motion, a circular trench or groove in the face of the rock, one foot in width, and of the diameter of the tunnel. The shaft is led forward with the sliding frame by means of a powerful screw. The distance through which the shaft, with its wheel and cutters, is made to pass, is five feet for each adjustment of the machine, this distance being the depth of the rim upon the main wheel. Upon the end of the shaft, and in the center of the circle described by the motion of the cutters a drill of six inches diameter is attached. This drill enters with the cutters, and to the same distance in the rock. On the rim of the main wheel are buckets to conduct the rock cut away.

When the rim of the wheel has entered the rock to its full extent, the machine will be drawn back, a charge of powder placed in the central hole, and the rock within the circular trench will be removed at one blast. One of the arms of the main wheel is made removable, so as to allow a car to pass under the machine to the rock. The fragments broken away by the blast will then be loaded and drawn back to the mouth of the tunnel. The machine is again fed forward, and its successive operations will be the same as already described.

It will weigh, with its frame, from eighty to ninety tons. It is intended to work it with two stationary engines of forty horse-power each.

BENEFITS OF DRAINING.—Prof. Norton thus describes the benefit of draining wet lands, an operation too much neglected among us: When a drain is made and covered, (for I always mean here covered drains,) the water which falls upon the ground does not remain to stagnate, and does not run away over the surface, washing off the best of the soil, but sinks gradually down, yielding to the plants any fertilizing matter which it may contain, and often washing out some hurtful substance; as it descends, air, and consequently warmth follow it. Under these new influences the proper decomposition and preparation of compounds fit for the sustenance of plants go on, the soil is warm and sufficiently dry, and plants flourish which formerly never would grow on it to perfection, if at all. It is a curious fact, too, that such soils resist drought better than before.—The reason is that the plants are able to send their roots in much further down then in search of food, without ever finding anything hurtful. Every part being penetrated with air, and consequently dryer and lighter, these soils do not bake in summer, but retain mellow and porous.—Such effects cannot, in their full extent, be looked for in a stiff clay, during the first season; the change must be gradual, but it is sure."

A VERY INTERESTING account is published of a successful case of transfusion of blood in the human subject, performed in presence of the ablest surgeons of Paris. A woman was taken to the Hotel Dieu reduced by hemorrhage to the last stage of weakness, unable to speak, to open her eyes, or to draw back her tongue when put out. The basilic vein was opened, and the point of a syringe warmed to the proper temperature, was introduced charged with blood drawn from the same vein in the arm of one of the assistants. The quantity, 180 grammes, was injected in two and a half minutes, after which the wound was dressed, and the patient placed in a comfortable position. Gradually the beating of the pulse rose from 130 to 138, and became firmer; the action of the heart increased in energy; the eyes opened with a look of intelligence, and the tongue could be advanced and withdrawn with facility, and regained its redness. On the following day [illegible] the pulse fell to 90, the signs of vitality acquired [illegible] at the end of the week the woman left the hospital restored to health. Cases of successful infusion are so rare, that it is not surprising the one here recorded should have excited attention among our physiologists.

DR. WISTAR'S

WISTAR'S BALSAM OF WILD CHERRY WITH THE WRITTEN SIGNATURE OF I. BUTTS ON THE WRAPPER.

THE ORIGINAL AND ONLY GENUINE WISTAR'S BALSAM OF WILD CHERRY,

was introduced in the year 1838, and has been well used in all the complaints for which it is recommended. For ten years, it has proved more efficacious as a remedy for Coughs, Influenza, Bronchitis, Asthma and Consumption, in it incipient stages, than any other medicine.

Various conjectures and surmises have arisen respecting its composition; [illegible]

PLEDGE OUR HONOUR

[illegible]

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