

her behalf; she will ever bear in mind your unvarying kindness and hospitality, and in this assurance I cannot but cordially unite.

Though we part now, in all probability never again to meet on earth, let us entertain a cheerful hope that through the alone merits of Jesus our Great High Priest, we may finally meet in that Holy of Holies where both Pastor and people shall offer up endless praise and thanksgiving to Him who hath redeemed and cleansed us by His precious blood.

Please present to my successor my kindest sympathies, and best wishes and prayers for his success in the discharge of his sacred offices among you.

I remain, my dear Brethren,
Your faithful and attached friend,
in the bonds of the Gospel,
SAM'L. DUTTON GREEN.

June 6th, 1856.

FOR THE "CHURCH TIMES."

MR. EDITOR,

I observed in the Church Times last week, endorsed as Editorial, the following remarks:—"Sunday, June 1st, will be observed as a day of Thanksgiving for the restoration of Peace in all the Churches of this Province connected with the United Church of England and Ireland." There was no such observance in St. John's Church, Lunenburg. Was your information incorrect: or has St. John's Church ceased to be connected with the "United Church of England and Ireland"?

ENQUIRE.

In reply to the above, we think that there must have been some misconception of the notice to observe the day, which along with the form of prayer for the occasion was published in the Church Times, the official organ of the diocese, the week previous.—Ed. C. T.

News Department.

CANADA.—The debate on the resolution of want of confidence, moved by Mr. Dorion, and seconded by Mr. Brown, which commenced on Monday, May 26, was closed on Friday night, at half-past 12.—An entire parliamentary week was occupied with it, chiefly because the government desired to bring up their supporters from a distance. They waited long for Messrs. Church, Daly, Egan and Chisholm, but none of them making their appearance, and the ranks of the Opposition being recruited by the arrival of Mr. Fergusson, ministers began to think that waiting was a losing game, and were as willing that the vote should come on as their edifiers. The House was crowded to suffocation during the evening; and at the close of the debate the galleries were filled with spectators, many of them ladies, eagerly watching the result. The last dull speaker had closed amidst the outcries of the House at the delay, the Speaker uttered the words which shut the mouths of unsatisfied orators ("call in the members"), and all pressed forward to watch the rising of honorable members. The vote was taken and announced by the clerk—yeas 54, nays 58; majority in favour of the Government, 4! Thereupon arose from the Opposition a shout of victory, which was but feebly answered from the ministerial benches. The former had reason to be satisfied with their triumph. Their last vote of want of confidence left them in a minority of 23 in the whole house; the present one advanced them 19 votes, and reduced the Government to so low a point, as to make their continuance in office impossible.

(From the Cape Breton News, June 7.)

SHIPWRECK AND MELANCHOLY LOSS OF LIFE.

Captain Spillane, of the Barque Pallas, 300 tons burthen, of and from Cork bound to Quebec, reached Town on Wednesday last, from St. Paul's Island, where he had suffered shipwreck, and the total loss of his vessel. We have obtained from him the particulars of the melancholy casualty, whereby 72 lives were lost. They are in brief as follows.—

The Barque sailed from Cork on the 28th of April last, with 120 passengers, bound to Quebec. Nothing of moment occurred during the voyage up to the day of the catastrophe. The Captain had a slight cold during the morning of the 30th May, ult., the north eastern coast of Cape Breton, and the Island of St. Paul's. In the afternoon of that day, at about 6 o'clock, he discovered that the Compasses in the binnacle varied, the one from the other, and both from the "Tall-tale," in the cabin—there being two points of difference between the two former, and one point between one of them and the "Tall-tale." Two spare compasses were next tried, but they also proved incorrect. The Captain next tested the Tall-tale, which he found to correspond, and immediately corrected the course, steered from north from the Com-rose in the binnacle, and shaped a course between Cape North and St. Paul's Island. About 10 o'clock, same evening, heard the report of a gun, whereupon efforts were made to bring the ship to the wind; but she had reached the breakers, and immediately struck. Every hope of getting her clear of the rock having vanished, the Captain ordered the vessel to be lowered from the davits, with the hope and expectation of landing all on board in safety, on a large rock, within sight, and towards which the sea presented a favorable surface, by which it was

hoped that could be effected; but many of the panic-stricken passengers, with the thoughtlessness too often exhibited on similar occasions of danger, rushed into the boat, whilst yet in the davits, when, by the pressure and violence thus used, one of the ringbolts broke, and the poor souls who had thus secured a lodgment in the boat were precipitated into the sea, and were drowned. By this accident every prospect of reaching land was cut off; the boat, however, was cleared from the davits during the night, and the two mates reached the land in it.—The ship being now bilged, she lay over on one side,—the sea occasionally washing over her, and in its fury carrying off from the wreck many of those who were clinging to it. In the morning at day light, the Superintendent of the Island sent off the boat, which, with the one in charge of the mate, took safely to land all those who remained. The Captain had a narrow escape with his life, and lost all his personal property.—Upon counting the number saved, seventy-two souls were found to be missing—including several women and children—who had all met a watery grave. Only six bodies had been recovered when Captain Spillane left the Island—those of three seamen, and three passengers—which were buried under the direction of himself and the Superintendent, Mr. Campbell, of the latter of whose kindness, those saved make honorable mention. A vessel has left this for the Island, to take the master and crew, and passengers, on to Quebec.

It would pain the hearts of the most hardened to hear from Captain Spillane even a tithe of the scenes and sufferings of that dreadful night. We fervently hope that himself, his crew and passengers, may safely reach Quebec, without further accident.

We take the opportunity of publishing the subjoined testimonial of the passengers respecting the humane conduct of the master of the ship, who appears to be a feeling, sensible, and upright man:

To Captain JOHN SPILLANE, late Master of the Barque "Pallas."

Dear Sir:

We, the Survivors of the passengers in the Barque "Pallas," beg leave to return our sincere and heartfelt thanks to you for your humanity, and kind treatment of us all on the passage, and now beg leave to state that no blame can be attached to you for the unfortunate termination of that voyage, and the melancholy circumstances attending it;—on the contrary that you did everything that lay in your power to save life, and to make us comfortable after our landing.

[Signed] Robert Jackson Edwards, Joseph Edwards, William Flint, Thomas Minihano, Patrick Flaherty, Richard Crowley, Edmund Conroy, Alfred Browning, Michael Carroll, John Larkin, Michael Flaherty, Dennis Cotter, Jeremiah Sullivan, Daniel Sullivan, John Sullivan, Daniel Murphy, Thomas Coughlin, Thomas Heffernan, Mary Heffernan, Judy Minihano, Ellen Hurldy, Bridget Larkin, Mary Leahy, Mary Sullivan, Julia Scanlan, Ann Sweeney, Mary Desmond, Mary Sheehan, Mary Reagan, Mary Brian, Julia Murphy, Julia Crowley, Mary Donovan, Fina Crosby, Ellen Leary, Mary A'Hearn, Bridget Halloran, Mary Howley, Mary Ryan, Patrick Ryan, Bridget Murray.

St Paul's Island, 2nd June, 1856

I Certify that the parties whose names are above signed before me, are all correct.

JOHN CAMPBELL, J. Peace,
Supr. of St. Paul's.

Editorial Miscellany.

There has been much talk about a speech made by the Hon. Jos. Howe at the Temperance Hall in this town, on the occasion of the meeting for the purpose of adopting Addresses to the dismissed British Minister, and the Regiments recently arrived from the Crimea. Finding that a good deal of misrepresentation was abroad respecting the sentiments uttered by him, Mr. Howe has taken the opportunity in the pages of the Morning Chronicle, to explain by a letter what he did really mean. It is a sensible and manly protest against conduct which if not positively disloyal, is the next thing to it, and which those who persist in, will find it most difficult to justify, and which the great majority of the people of this country must unhesitatingly condemn. We have not the least doubt, that Mr. Howe's sentiments will be responded to by all parties, and by the well disposed of every creed, and of every nation ruled by the British sceptre. That they are not needs no further evidence than what is before the public—and they do honor alike to his head and heart.

H. M. Man-of-War Screw Steamship Himalaya. Com. Priest, which recently disembarked the 62nd and 63rd Regiments at this port, sailed on Sunday morning last for Portsmouth, England.—She had on board several Military passengers belonging to the Royal Artillery stationed here, who are going home for promotion. A handsome testimonial (a Silver Goblet) accompanied with an address, was presented to one of the number, Serjt. Major McLeish. It is said that the Himalaya besides the 1400 men, so disembarked here, could easily have accommodated another Regiment, and after all the troops had landed, she was lightened only four inches. She will probably make a quick run to her destination.

A Correspondent from Virgin Bay, of the N. Y. Herald, affords the following incident, which if it shows an extreme relaxation of military discipline, is at the same time proof of the free and easy style of Filibuster life.—General Walker, Commander in Chief of the Nicaraguan army, hobnobbing with Drummer Morris, is a pattern for civilized armies. The Vesta is the schooner that brought the Filibusters to Nicaragua.

On the night of the 3d. Inst., there was a small gathering of the "Vesta Boys" at the head quarters of the General, to celebrate the anniversary of the sailing of the expedition from San Francisco. From one cause and another, only about seventeen of the "original fifty six" were present, viz., Gens. Walker and Hornsby; Col. Markham; Maj. Anderson; Capt. Rawie, Hoof, Veeder and Leonard; Lieuts. Gist, Custer, Gardner, Matthews and Webb; Privates Lyons, Travella, Burko and Coleman, and Drummer Norris. All restraint was thrown off, and each one talked, sang and acted just as he did on board the little vessel that brought them hither. Of course, there was the usual accompaniment of all such gatherings, viz., Eau de vie and when the company became a little "mellowed up," there were toasts, cheers and songs, as there naturally would be. The first toast was by General Walker, as follows:

The brig Vesta—She should never have made another voyage.

The second, by Major Anderson—To General Walker.

The third, by General Walker—To the Fifty six, without their commander.

The fourth, by Capt. Rawie—To the lamented dead of the Fifty six.

After these toasts were disposed of, Mr. De Frewer sang the "Blue, White and Blue;" and after a very pleasant time generally, the company separated in due spirits.—Of the original "fifty-six" some sixteen are dead, but the day will come when the anniversary of their exodus from California will be celebrated as a national holiday; and like the anniversary of the "Landing of the Pilgrims," be commemorated as a great event in the history of Central America.

The friends of the Revd. Dr. Robertson, of Wilmot, will be pleased to learn that the people of that Township contributed in Cash and other valuable articles at a moderate calculation at a Donation Meeting on the 22nd ult., the amount of Thirty-five pounds, as a mark of their esteem, and an acknowledgment of his usefulness among them as a Minister and Lecturer. AN OBSERVER.

Bridgetown, 10th June, 1856.

AN ACT to amend Chapter 63 of the Revised Statutes "Of Surveyors of Highways and Highway Labor," except in Halifax.

[Passed the 18th day of April, 1856.]

Be it enacted by the governor, council, and assembly as follows:

- 1. Persons owning one working ox shall perform the same labor for such ox as is now required by persons owning a pair of working oxen.
- 2. Persons usually owning working oxen, or a working ox, and pasturing the same, shall not be relieved from statute labor in respect of such ox or oxen, unless such ox or oxen shall have been out of their possession bona fide for two months previously to the time for performing such labor.
- 3. The same labor shall be performed in respect of mules as of horses.
- 4. The penalty for non-performance of labor, under sections 6 and 7 of the act hereby amended, is increased to three shillings and sixpence for each day's omission.
- 5. The commutation for statute labor, under section 15 of the act hereby amended, is increased to three shillings for each day's labor, and for the labor of one ox shall be half the amount now chargeable for the labor of a pair of oxen.
- 6. Two justices of the peace for the county, on a statement under oath (see appendix A) of persons applying for remission of statute labor, may, by a certificate endorsed on such statement, (see appendix B) remit such part of statute labor as, in their opinion, the applicant may be entitled to; and such statement, so endorsed, shall be returned by the surveyor to the clerk of the peace, and be by him laid before the sessions.
- 7. Absent persons shall be notified after the return required by section 13 of the act hereby amended.
- 8. Every surveyor of highways, after six days' attendance, shall be entitled to retain four shillings per day out of any statute labor money he may have in his hands, or be credited therefor the following year.
- 9. Each surveyor who shall, by neglect or misconduct, cause the loss of any statute labor, shall be liable to pay double the amount of such statute labor, to be recovered as debts of that amount are now recoverable, such amount to be proceeded for within two years, and which recovered to be applied as follows.—One half for the roads within the county or district, and one half to the proprietor.

APPENDIX A.

I, A. B. do swear that I am at the age of _____ years, (here insert with or without a family) and that my own real estate of the value of _____, and personal estate to the value of _____, So help me God.

APPENDIX B.

We, _____, Justices of the peace for _____ hereby authorize the remission of _____ days' statute labor to the within named _____.