attempt should be made to return to protection.—If the Free Traders should dare to put their threats into execution, they would give them such a demonstration as the world had never seen. But the whole thing was ludicrous in the extreme.—The aristocracy, gentry, yeomanry, and artisans of the country were threatened by a member of the Peace Society, and by a very distinguished warlike body, the Quakers. (Laughter.) And these were the men that were threatening them with civil war. Let them try to do it if they dared. (Cheers.) But there was more than absurdity in the matter. When they found a sworn member of Her Majesty's Privy Council joining in this threat, he must say that a more disgraceful transaction never took place in the House of Commons. He concluded by declaring that that day they had unfurled their banner, which should never again be taken down until beneath it every British artizan enjoyed a full, a true, a just, and a fair protection. (Loud and long-continued cheering.

After a few words from Mr. G. S. Dawson, of Selby, Yorkshire, the resolution was carried amidst enthusiastic applause.

Lord Berners proposed a vote of thanks to the Duke of Richmond, President of the National Association.

Sir James J. R. Mackenzie seconded.

The motion passed with great cheering.

The Duke of Richmond said he should indeed feel himself unworthy of any position in this country, if, in receiving so great a compliment from the great body of the farmers of England whom he saw around him, he did not feel the deepest gratitude to them. He had through life, or rather since the war was at an end, taken every opportunity of associating with the farmers of England. (Cheers.) He knew them well; he knew their motives; and, therefore, to pect coming from them he deeply felt. Above six thousand of them, whom he had now the honour to address, had met there that day to tell the nation at large that Protection they would and must have. (Loud cheers.) Would that the Free Traders, with their new convert, Sir James Graham—(Hooting)—could only for one moment listen to the echo of those cheers! It would drive him into a fit back to Netherby; he would be afraid even of the honest, the intelligent, the independent farmers of the country. But he (the Duke of Richmond) could explain some of the hostility of these members of Parliament to the landed interest. Did they believe that Sir James Graham had forgotten that he was turned out of the representation of Cumberland; did they believe that lord John Russell did not think of his defeat in Huntingdon; that Lord Palmerston was not aware he was turned out of Hampshire; that his noble friend Lord Grey had forgotten that he was turned out by the farmers of Cumberland. He did not believe that these individuals charged their opinion for this; but what he said was, that they felt themselves personally injured. That showed what good judges the farmers were, for they found them out and turned them out. He wished them to carry that principle a little further. ("We will. Give us an election, and we'll do it") That was exactly what he was recommending them to do. He asked them to look at the votes of their county members, and to turn out every one of them who did not vote for Mr. Disraeli's motion. (Cheers.) He asked them not to pledge their members to matters of detail, but to ask them this question—will you support Lord Stanley? (Cheers.) If they said "No," then don't have them. They would have no more of this sort of work—a man saying that he was half a Protectionist, and that he would do something for the agricultural interest. They knew that nothing could benefit the agricultural interest but fair Protection. He asked them to reject all candidates who did not say openly "Yes," when they asked them if they would support Lord Stanley. He would not trouble them more at this moment—("Go on")—but he would merely assure them that they were not going to follow the advice which some timid people gave them, and who said, if they attempted to give justice to British industry, they must expect they must expect they could not do so without there being some mobs formed in some parts of the country. [Laughter.] Now he told them before he was not one of those who feared that any party backed by the opinion of the middle class of this country need not be alarmed. Were they to abandon the cause of Protection because, forsooth, there might be some mobs formed in some parts of the country? That would be to say they were prepared to not to abide by the law which their legislators made, but by the will of a violent and infuriated mob. (Cheers.) The noble Duke again assured the meeting of the deep gratitude he felt towards them, and he said he could not permit the meeting to seperate, without giving their best and earnest thanks to the committee of the National Association, and to Mr. G. F. Young, its chairman.

A vote of thanks was then given accordingly, which was responded to by Mr. G. F. Young.

The meeting then seperated, at a quarter past five, having lasted five hours and a quarter.

At the Supplemental Meeting, in St. Martin's Hall, Long-acre, the chair was taken by Earl Stanhope, and the meeting was addressed by his Lordship, Mr. G. F. Young, Captain Vyse, M. P., Mr. Bull, of Cambridge, Rev. Charles Day, and several farmers. The resolutions were copies of those adopted at the principal meeting.

THE DINNER.

In the evening, some two or three hundred of the gentlemen who had attended the meeting during the day assembled at dinner at the Freemasons' Tavern. There were present—Mr. G. F. Young [the chairman,] the Duke of Richmond, Earl Stanhope, the Earl of Winchilsea, Lord Berners, Sir F. Fowke, Colonel Sibthorp, M. P., Captain Bennet, M. P., Mr. Brooker, M. P., Captain Vyse, M. P., H. Greene, Esq., Colonel Kinloch, Mr. Butt., Q. C., &c. Mr. Higgs officiated as toast-master.

The customary loyal, patriotic, and Protectionist toasts were duly honoured, and the party did not seperate until a late hour.

MR. DRUMMOND'S SPEECH.—The remarkable speech recently delivered by Mr. H. Drummond in the House of Commons, has drawn upon that gentleman a torrent of vituperation from the orators and organs of the Popish party. Mr Drummond retorts in his own characteristic way, on one of his assailants, in the following admirable letter:—

"*To the Editor of the Times.*

"SIR,—A paragraph has been shown to me in the Dublin Newspaper, the *Tablet*, professing to be a letter from a correspondent in London, which states that I applied to the Blessed Virgin Mary a phrase which can only be used with reference to the most abandoned females."

"The assertion is wholly false.

"Mr. Wiseman having brought over an arm of St. Edmund, I asked whether the Popish aggressors would dare to insult the common sense and common humanity of this people by an additional importation of Cologne water, crucifixes, pictures, flagellating bands, and the Virgin Mary's milk; and seemed doubtful that these words are disrespectful towards the blessed Virgin herself.

"The Archbishop of Paris denounced the blinking statue of Rimini about the same time that the Pope sent it a chaplet. The sign flying blood of St. Januarius is scarcely denied by a single Neapolitan priest to be a cheat. When a pretended holy coat of our Lord was attempted to be palmed upon the people in Flanders a few years ago, the imposture aroused an universal feeling of indignation, which a name was silly enough to call a matter of disrespect to our Lord. It is difficult to conceive that any one can think an attack upon the imposture of her Virgin's milk can be a slight upon her. Is any allusion to her milk irreverent? Then is the Papacy most culpable, for at the Reformation the cathedral of Glasgow boasted of her phials of her milk. In the Church of the Holy Cross at Rome, to this day, is shown a bottle of her pretended milk; the Churches of St. Cecilia, St. Cosmo, and St. Maria Transpontine are equally indecent, by exhibiting the same imposture.

"As it was not irreverent to our Saviour, to expose and denounce the imposture of his coat, neither is it disrespectful to the mother of our Here then is another and a most potent reason why this question should be re-considered. The aid by this intelligence, promised by the Parent state, as we understand it, not only means that we shall be furnished with the Money, but that *Old Mr. Bull*, will keep a little growling, (and to which privilege he is fully entitled,) put his hands deep into his pockets, and with no niggardly contribution far beyond what they have ever expect. We shall suspend our *final* judgment, until our Delegates have had an interview with the Governor General of Canada, who, it is our belief, is furnished with instructions to offer such terms, as will gratify and satisfy the most sanguine and expectant in this Province, and render the word Annexation, obsolete in our vocabulary.

THE FISH MARKET.—We were gratified to learn that an ordinance had been made by the Common Council putting the Fish Market on a footing similar to that of the Butchers' Shambles' and it was fondly hoped that something like order and cleanliness would have been established in that, (so long,) filthy and disgraceful department. Under this impression many Freemen have been induced to rent the stalls from the Common Council, for the purpose of carrying on their business respectibly—but such has been the opposition offered to the *freemen* and to the person in charge, that those who have taken the stalls have been reluctantly *induced to give up in despair*. We ask shall this state of things be tolerated. Is the Revenue and good order of that place to be sacrificed to a pack of Rowdies, who neither contribute scot or lot towards the expences of the City? Where is the Mayor, where the Aldermen of the Ward, where the Police? Is all order to be bewildered, and set at defiance by those outlaws? We call upon the Authorities either to remedy the evil, or to give up an office to which they find themselves incompetent, to more efficient men.—We shall return again to this question, in a future issue.

EFFECTS OF FREE TRADE.—By Statistics recently brought in the Imperial Parliament, by Lord STANLEY, he states that since the Repeal of the Navigation Laws, there has been a *falling off* of British tonnage, to the extent of 113,000 tons, and an *increase* of foreign tonnage of 163,000. We also learn from another quarter that such has been the depression in British Navigation, that Sailors could not be employed at wages that would clothe them and their families; and that rather than place themselves on a footing with Norwegians and Swedes, who live like pigs, and work for nothing, they have struck for wages in a body, and are now living on the charity of the Manchester weavers. This state of things cannot last, and will undoubtedly be productive with a new ministry, of a return to common sense and protection.

OUR COUNTRY CORRESPONDENTS.—From them we learn, that throughout the length and breadth of the Provinces, never before was Agriculture so highly appreciated, and never was such a breadth of land sown for bread stuffs. The oats and indeed nearly all the Cereal Grains are "up and doing," and present to the eye of the Farmer a most cheering promise. This coupled with our hopes both to Commerce and Rail Roads, affords as abundant cause for thank and gratitude to the allwise dispenser off all events.

THE FIREMEN.—An impression has been sent abroad by the penny press that the firemen of this City have refused to assist at the fires in Portland. From our personal observation we have the pleasure of being able to refute this calumny. On the occasion of the fire at Mr. G. F. Smiths, the City Engineer, *who alone could order the Engines over the City line*, did not deem the danger sufficiently great to warrant the order, consequently the Engines remained on the Bridge ready for immediate action should it be called for. And we were much gratified to see many of our gallant Citizens in their fire caps and costume, rendering efficient service individually in extinguishing the flames. The same gratifying demonstration of human assistance was evinced at the midnight conflagration which took place at the Straight Shore. We sincerely hope and trust for the honor of humanity, and the credit of our city firemen, that all hostile feeling that might unfortunately have been engendered, has on calm reflection subsided, and that in all coming time our City Salamanders will be found shoulder to shoulder working with their Portland neighbours, on all cases of emergency.

The wise will make their anger still,
At least before 'tis night;
But in the bosom of a fool
It burns' till morning light.

HEAVY LOSS BY FIRE.—Mr. Wm. Redstone, of Jerusalem Settlement, Queen's County, experienced a heavy loss by fire on the night of the 19th ultimo, in the entire destruction of his large and commodious Grist Mill, erected last summer, in which were about 400 bushels of grain, his Saw Mill, with a large quantity of logs, boards, planks, &c. belonging to the surrounding inhabitants; his turning machine, together with his barn, which was distant some 20 or 30 rods from the Mills, and all its contents—among which were a mare and cow, and some vehicles. Mr. R. knew nothing of his misfortune till he rose next morning, and beheld his buildings and animals reduced to ashes.

The general opinion is that the whole was the work of an incendiary, which opinion seems to be corroborated by the fact, that some buildings that stood between the Mills and barn were not injured; and also that no fire was known to be about the said destroyed premises for the last fortnight. His loss is estimated to be about £600 or £600.

THE PORTLAND ENGINE.—We are pleased to learn that the good folks of Portland have subscribed a sum of Money for the purchase of a Fire Engine, we hope the idea of importing it may not enter the heads of any of our Neighours, as we speak advisedly when we say, that our own Mechanics *can* and *will* if required so to do, produce an Article of that description equal if not superior to any thing that can be imported. Place implicit confidence in our own capabilities, and our word for it you will not be disappointed.

FIRES.—On the Morning of Sunday last, between the hours of 9 and 10 A. M. a fire broke out in the house of Mr. Geo. F. Smith, which consumed the roof, and rendered the building almost valueless. The Engine of J. Pollock Esq., was promptly brought into requisition by the people of Portland, and with a zeal deserving of praise, the devouring element was stayed, and prevented from spreading.

On Tuesday last, we regret to state, that the Pail Factory, near the Falls, and belonging to Mr. Thos. Miller, was totally consumed by fire. The establishment had been erected at a great expense, for the purpose of supplying the Province with a Domestic manufactured Article, and is therefore, not only a loss to the enterprising proprietor, but to the country at large.

About Midnight on Tuesday last, a fire broke out in a building at the Straight Shore, near the Mills of Short & Ewsty, which burst with such rapidity as to defy every exertion to extinguish it. The building which was large, and inhabited by several families was completely consumed, the inmates narrowly escaping. A Child it is said of 10 years of age perished in the flames. The Engine of J. Pollock, Esq., was on the spot and manfully worked by the people of Portland, to prevent the fire from spreading.

Last evening, a very impressive and solemn service was performed in "*The Centenary Chapel*," Saint George's Street. I have often enjoyed the privilege of being present at the various religious services of the Wesleyan Methodists but on no occasion that I remember have I been more gratified or more profited, than on that to which I have alluded. The spacious and well known edifice was filled, indeed crowded, with an attentive and devoted congregation. The preliminary services commenced, according to previous announcement, at 8 o'clock, when the Rev. Mr. Knight arose and gave out an appropriate hymn, which the whole multitude sung with great devotional fervour. This sacrifice of praise was followed by the offering up of a suitable and comprehensive prayer by the Rev. Mr. McNutt, of Bridgetown, N. S. At this stage of the service a very hallowed feeling seemed to pervade the whole congregation, by which they were prepared for rightly hearing the WORD OF GOD, select and appropriate portions of which were read by the Rev. Mr. Cardy, a Methodist Missionary lately arrived in this City from *Hayti*.

According to the Ecclesiastical usages of the Methodists, in their ordination services, a brief synopsis of the doctrines constituting the Theology of the body, was exhibited by the Rev. Mr. Temple, of Fredericton. The presiding Minister, Mr. Knight, directed the two Candidates to relate to the congregation, an account of their conversion and a statement of their Christian experience and Call to the Ministry. These two young men, Messrs. PRINCE and TAYLOR, performed this important duty, in a manner highly creditable to their piety and their understanding; and which, no doubt, furnished to all present, the most satisfactory evidence of their fitness for the office of the CHRISTIAN MINISTRY.

My attention at this time was attracted by a new feature in this varied and imposing ceremonial—the Rev. H. Pickard, Principle of the Sackville Academy here presented the Candidates, accompanying the presentation with grave and well chosen observations. They were then set apart for the sevice of the sanctuary, in the truly Apostolic way, namely, by the laying on of the hands of the Presbytery; and while the senior Ministers were engaged in this solemn transaction, the whole house seemed to be filled with the Divine presence and glory.

A very instructive Address, or Ordination Charge, was delivered by the Rev. H. Daniel of Carleton; nor can I dispose of any allusion to this incident, without saying that this esteemed Minister acquitted himself with his usual ability.—The concluding prayers were offered up by the Rev. Messrs. Cooney and Sutcliffe,—and when the benediction had been pronounced by the Chairman, the Congregation retired, imbued with the unction that cometh down from above.—[Communicated to the Observer of Tuesday.

The steam ship America, from Boston to Liverpool, carried out $101,000 in American gold and $29,319 in sovereigns.—The Cambria arrived at Halifax on Friday morning, and shortly after proceeded on her voyage to Liverpool, with His Excellency Sir John Harvey on board.

The Rev. Dr. Richey, Wesleyan Minister, of Canada, was also among the passengers by the Cambria.

EMIGRATION.—The barque "Barbara," from Londonderry with 164 passengers has arrived, as also the "Garland," from Beaukaven, with 118 passengers, all in good health. The ship "Queen Pomare" from Liverpool, 36 days, has 13 cabin and 38 steerage passengers; five of whom, as also one of the seamen, are ill with fever of a typhoid character. All the passengers by the "Queen Pomare" were landed at Partridge Island yesterday, and the vessel remains at the Quarantine for observation and purification.—*New Bruns.*

CANADA.—*Toronto, May* 29.—In the Legislative Assembly last night, the Governor General refused to produce the correspondence with the American Government on reciprocity of trade. The finance Minister spoke of retaliation as the possible future policy of the government. Of all modes of retaliation, he thought the closing of the Canal against all American vessels the most likely to be effectual, and the risk would only be the loss of Canal tolls.

John Montgomery, who was tried for treason in 1827, claims $28,000 compensation for rebellion losses.

The Attorney General has stated that the government will go to Quebec after this session.

The House has adopted an address to the Home Government against the proposed reduction of duty on foreign lumber.

On Wednesday, 6 barges laden with dressed lumber, were despatched from Montreal to the United States; two of which proceeded direct to New York, without reshipment. This is believed to be the first attempt made for a direct communication.

RAILWAY MEETING.—The following Resolutions, were passed at a Meeting at the Bend on Monday last:—

Resolved, That this meeting hail's with pleasure the passage through this Province of the Honble. Joseph Howe, Provincial Secretary of Nova Scotia, on a mission to Canada, in company with the Hon. C. B. Chandler, to concert plans for the construction of Railways through British North America—and take this opportunity of expressing their feelings of gratitude to him for the very able manner in which he advocated, while in England, the interests of these Provinces generally, and obtaining such liberal offers of assistance from the Mother Country.

Resolved, That from the known ability of the Hon. Mr. Howe, Delegate from Nova Scotia, the Hon. Mr. Chandler, from this Province, this Meeting entertains the confident hope that such measures may be adopted by the Convention in Canada as will lead to an early commencement of both the Halifax and Quebec, and the European and North American Railways.

LATEST FROM ENGLAND.

ARRIVAL OF THE ASIA AT NEW-YORK.

The Asia arrived at New-York at 8 o'clock on Wednesday morning with Liverpool dates to 24th May. She brought 89 passengers.

The Government had declared their determination to give ample aid to the *Halifax and Quebec Railway*.

The Ministry were fully sustained on the Papal Aggression Bill.

Trade at Manchester was improving.

Kossuth and his fellow prisoners had been set at liberty.

Cotton had declined one farthing to three eighths of a penny per lb. At London sugar was dull and declining.

The furore respecting the Great Exhibition still continued, and the attendance of the public was as great as ever. The receipts including the sale of season tickets averaged 15,000 dollars a day. The scheme for making the Exhibition to educational purposes progressed very favorably, and the Universities of Oxford has lent their support to the movement. The Commissioners of Police had issued a notice for regulating the cab fares, which gave great satisfaction, and will prevent extortion.

The Queen gave a grand state ball at Buckingham Palace on the 10th ult. Many American officers were present.

FATAL CATASTROPHE IN LONDON.—A fearful accident had occurred in London, by the falling of a building in Gracechurch street, in process of construction. Several persons were killed, and many dangerously wounded.

The same day a calamitous fire took place near Lower Thames street, and several persons lost their lives.

DENMARK.—A Royal Amnesty was published on the 14th ult. at Flensburg, dated Copenhagen, the 10th May. It extends to all persons engaged in the revolt of the Duchies, except 23 persons.

FRANCE.—From Paris we are informed that the determined resolution of the Legitimists to oppose Louis Napoleon had excited much attention.

The weekly commercial report from the French Capital is more favorable.

BELGIUM.—Accounts from Brussels state that the Belgian Ministry having been defeated on the financial measure brought before the Chambers, had presented their resignations to the King, on the 17th ult.

Letters from Constantinople announces the conclusion of the amnesty question. Kossuth and five others were to be excluded from its operation.

ARRIVAL OF THE OVERLAND MAIL.—The Indian Mail reached London, on the 19th May, with dates from China to 30th March, and Bombay to to the 16th April, Calcutta April 5th. India generally was tranquil. The Import and Export, and Markets, were very brisk and large transactions.

Accounts from Manilla state, that on the 28th January an attack had been made by the Governor-General on the forts at Soolon which resulted in their capture, together with 140 pieces of artillery and other munitions of war. Two American gentlemen had been attacked and robbed near Canton. The insurrectionary movements still continue in the Chinese Empire.

THE OCEAN STEAMERS: PERFORMANCES OF THE ASIA.—The Asia has hitherto stood first in the list of the ocean steam-ships, in point of swiftness, having accomplished her passage from New York, in December last, in the very brief space of 10 days 4 hours and 5 minutes. Previously no steamer, either of the Cunard or any other line, had achieved such a triumph; and her own fast run in the preceding summer, of 10 days 7 hours, and that of the United States mail steam-ship Atlantic, in 10 days 8 hours and 20 minutes, could alone fully enter into comparison with it for rapidity. On this occasion, as in December last, however, the Asia has outrivalled even herself, having made the entire run from New York to Liverpool, we find from her log, at noon precisely on the 26 th ult.; experienced throughout her passage moderate westerly winds; made Cape Clear at 8.40 p.m. on Friday evening, after a run of about 9 days 4 hours and 40 minutes, was abreast of Holyhead at 2.15 p.m. on Saturday, and arrived in the river shortly before midnight, after a detention off the bar, owing to the state of the tide, of about 4 hours. Her speed per diem during her run was of course remarkable; the highest being not less than 324 miles, on her third day out, whilst deep with fuel, and her lowest, 284, on the 31st ult., during the prevalence of a heavy northerly swell. On the 27th ult., she steamed 289 miles; on the 28th, 324; on the 29th, 292; on the 30th, 306; on the 31st, 284; on the 1st inst., 318; on the 2d, 292; on the 3d, 275; and on the 4th, 310—being a speed entirely unrivalled in point of average by any ocean steam-ship afloat. On the 26th, she steamed through a quantity of field ice, and passed several icebergs. She brought from New York 166 passengers, specie to the value of £152,000, the usual mails, and a valuable freight of general merchandise.—*Albion.*

CHICHESTER.—On Monday shortly after one o'clock, the Duke of Brunswick and Mr. C. Green ascended in the balloon from Hastings, to cross the Channel, in the presence of a multitude of people. As on a former occasion, the aeronauts were amply supplied with everything requisite for their voyage, and departed in gallant style amid the cheers of the spectators. The balloon was in sight till far over the sea, bearing directly for Paris, in which city his highness intends to reside. Soon after leaving the earth the balloon partially entered a cloud, but presently began to descend, and, when last seen, was only at a slight elevation from the surface of the water. The intention of Mr. Green was to let his logs and grapnel float upon the sea, so that he might be able to maintain an uniform level without loss of ballast or gas. The aeronauts safely alighted, after a passage of five hours, at the village of Neufchatel, about eight miles from Boulogne.

THE DUKE OF BRUNSWICK.—The late aerial voyage of the Duke of Brunswick cost his highness not less than 1,000*l.* His expenditure during eight days' residence at Hastings exceeded 400*l.*, notwithstanding the assumption of the humble incognito of "Smith"—a precaution which drew forth some facetious observations from the *Times* newspaper. His highness never interfered in politics, and held no rank in this country beyond that of general in the British army, which was conferred on him by George the Fourth. The departure of the duke will be a loss to many tradespeople, for his highness was remarkably punctual in payment of debts—never owing a shilling. His servants, who were engaged only from day to day have all been in the service of his highness a long time, and have all followed him abroad. With the exception of the valet, they were all of them English.

A bill is now before Parliament for awarding 10,000*l.* to Mr. James Silk Buckingham, compensation for losses sustained by him in India in consequence of acts of the East India Company.

An extraordinary sized cast iron plate has just been planed by the Haigh Foundry Company, for a plate-glass firm in Lancashire. The glass for the manufacture of which this plate is designed will be an enormous piece, and will be sent to the Great Exhibition. Its dimensions are 18 feet 6 inches in length, and 10 feet four inches in breadth. The plate itself is 3 inches thick, with plates underneath for the purpose of strengthening it. We believe this is the only firm in England who could have successfully undertaken the planing of so extensive a surface.—*Wigan Times.*

It has been proved by repeated experiments, that straw saturated with a solution of lime or common whitewash, is incombustible. This fact is of great importance to the rural population, especially as thatch is not only rendered fire-proof, but more durable.

A poor woman, recently married to a soldier of the 74th Highlanders, threw herself into the river at Cork, on the embarkation of the regiment for the Cape, because she could not be allowed to accompany her husband. She was saved with difficulty.

Some weeks since, Mr Martin, formerly gamekeeper to W. Stirling Crawford, Esq., removed to Farnley-hall, Yorkshire, taking with him some carrier pigeons of the Antwerp breed. On Saturday week, one of these pigeons reappeared at Calder, carrying between the claws of the feet an egg, which, rather than suffer to be placed among strangers, had been conveyed in that fashion from beyond Leeds. It was slightly broken.

BRICKS AND BRICK MAKING.—The removal of the duty of bricks has occasioned many ingenious minds to occupy themselves with the means of economizing the labour thereon, and the consequent reduction of their cost. One of the most complete machines for this purpose has recently been exhibiting at Bath. By it, and the assistance of two men, a lad, and two horses, at a charge say of 15s. the day of 10 hours, 10,000 bricks, compactly compressed, sharp and square, may be perfected. Drain tiles of every form, and pipes and parts of pipes of any complexity, may be thrown off with equal facility. Messrs. Randell and Saunders are the patentees, who purpose placing their invention in the Exhibition.

The wife of Charles Penny, labourer, of Stoke, Wilts, gave birth, on Saturday week, to three boys; all of whom, as well as their mother, are doing well. In February, last year, she presented her husband with twins, also boys.

SINGULAR PAYMENT OF A POOR RATE.—The *Westmoreland Gazette* relates that a gentleman, in the neighbourhood of Lancaster, in answer to a notice that his poor-rate was due, informed the collector that the money should be found ready, whenever he chose to call for it, but that the rate would be paid in the copper coin of the realm. The collector, with a basket and an assistant, proceeded to take up his heavy payment, but, on attempting to remove the basket wherein the money (8*l.*) had been duly deposited, the united strength of the collector and his assistant was found unequal to its removal.

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THE OCEAN STEAMERS: PERFORMANCES OF THE ASIA.—The Asia has hitherto stood first in the list of the ocean steam-ships, in point of swiftness, having accomplished her passage from New York, in December last, in the very brief space of 10 days 4 hours and 5 minutes. Previously no steamer, either of the Cunard or any other line, had achieved such a triumph; and her own fast run in the preceding summer, of 10 days 7 hours, and that of the United States mail steam-ship Atlantic, in 10 days 8 hours and 20 minutes, could alone fully enter into comparison with it for rapidity. On this occasion, as in December last, however, the Asia has outrivalled even herself, having made the entire run from New York to Liverpool, we find from her log, at noon precisely on the 26 th ult.; experienced throughout her passage moderate westerly winds; made Cape Clear at 8.40 p.m. on Friday evening, after a run of about 9 days 4 hours and 40 minutes, was abreast of Holyhead at 2.15 p.m. on Saturday, and arrived in the river shortly before midnight, after a detention off the bar, owing to the state of the tide, of about 4 hours. Her speed per diem during her run was of course remarkable; the highest being not less than 324 miles, on her third day out, whilst deep with fuel, and her lowest, 284, on the 31st ult., during the prevalence of a heavy northerly swell. On the 27th ult., she steamed 289 miles; on the 28th, 324; on the 29th, 292; on the 30th, 306; on the 31st, 284; on the 1st inst., 318; on the 2d, 292; on the 3d, 275; and on the 4th, 310—being a speed entirely unrivalled in point of average by any ocean steam-ship afloat. On the 26th, she steamed through a quantity of field ice, and passed several icebergs. She brought from New York 166 passengers, specie to the value of £152,000, the usual mails, and a valuable freight of general merchandise.—*Albion.*

CHICHESTER.—On Monday shortly after one o'clock, the Duke of Brunswick and Mr. C. Green ascended in the balloon from Hastings, to cross the Channel, in the presence of a multitude of people. As on a former occasion, the aeronauts were amply supplied with everything requisite for their voyage, and departed in gallant style amid the cheers of the spectators. The balloon was in sight till far over the sea, bearing directly for Paris, in which city his highness intends to reside. Soon after leaving the earth the balloon partially entered a cloud, but presently began to descend, and, when last seen, was only at a slight elevation from the surface of the water. The intention of Mr. Green was to let his logs and grapnel float upon the sea, so that he might be able to maintain an uniform level without loss of ballast or gas. The aeronauts safely alighted, after a passage of five hours, at the village of Neufchatel, about eight miles from Boulogne.

THE DUKE OF BRUNSWICK.—The late aerial voyage of the Duke of Brunswick cost his highness not less than 1,000*l.* His expenditure during eight days' residence at Hastings exceeded 400*l.*, notwithstanding the assumption of the humble incognito of "Smith"—a precaution which drew forth some facetious observations from the *Times* newspaper. His highness never interfered in politics, and held no rank in this country beyond that of general in the British army, which was conferred on him by George the Fourth. The departure of the duke will be a loss to many tradespeople, for his highness was remarkably punctual in payment of debts—never owing a shilling. His servants, who were engaged only from day to day have all been in the service of his highness a long time, and have all followed him abroad. With the exception of the valet, they were all of them English.

A bill is now before Parliament for awarding 10,000*l.* to Mr. James Silk Buckingham, compensation for losses sustained by him in India in consequence of acts of the East India Company.

An extraordinary sized cast iron plate has just been planed by the Haigh Foundry Company, for a plate-glass firm in Lancashire. The glass for the manufacture of which this plate is designed will be an enormous piece, and will be sent to the Great Exhibition. Its dimensions are 18 feet 6 inches in length, and 10 feet four inches in breadth. The plate itself is 3 inches thick, with plates underneath for the purpose of strengthening it. We believe this is the only firm in England who could have successfully undertaken the planing of so extensive a surface.—*Wigan Times.*

It has been proved by repeated experiments, that straw saturated with a solution of lime or common whitewash, is incombustible. This fact is of great importance to the rural population, especially as thatch is not only rendered fire-proof, but more durable.

A poor woman, recently married to a soldier of the 74th Highlanders, threw herself into the river at Cork, on the embarkation of the regiment for the Cape, because she could not be allowed to accompany her husband. She was saved with difficulty.

Some weeks since, Mr Martin, formerly gamekeeper to W. Stirling Crawford, Esq., removed to Farnley-hall, Yorkshire, taking with him some carrier pigeons of the Antwerp breed. On Saturday week, one of these pigeons reappeared at Calder, carrying between the claws of the feet an egg, which, rather than suffer to be placed among strangers, had been conveyed in that fashion from beyond Leeds. It was slightly broken.

BRICKS AND BRICK MAKING.—The removal of the duty of bricks has occasioned many ingenious minds to occupy themselves with the means of economizing the labour thereon, and the consequent reduction of their cost. One of the most complete machines for this purpose has recently been exhibiting at Bath. By it, and the assistance of two men, a lad, and two horses, at a charge say of 15s. the day of 10 hours, 10,000 bricks, compactly compressed, sharp and square, may be perfected. Drain tiles of every form, and pipes and parts of pipes of any complexity, may be thrown off with equal facility. Messrs. Randell and Saunders are the patentees, who purpose placing their invention in the Exhibition.

The wife of Charles Penny, labourer, of Stoke, Wilts, gave birth, on Saturday week, to three boys; all of whom, as well as their mother, are doing well. In February, last year, she presented her husband with twins, also boys.

SINGULAR PAYMENT OF A POOR RATE.—The *Westmoreland Gazette* relates that a gentleman, in the neighbourhood of Lancaster, in answer to a notice that his poor-rate was due, informed the

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dress of the Archbishops and Bishops of the Anglican Church which we published yesterday, was, we understand, the subject of much conflicting opinion among those whose signatures are attached to it, before they could come to any agreement.—And even when they sign it, nearly all of the twenty-four, it is whispered, had their conscientious scruples, and the mental reserves. In these circumstances, the conduct of the four prelates who refused to sign the Address stand out in favourable relief to their more pliable right reverend brethren. The Puseyite Bishops of Exeter and of Bath and Wells, unhesitatingly declined to have anything to do with the document, on the ground that it was an attempt to bring about a criminal compromise between conflicting views and interests; while the evangelical prelates of Hereford and Manchester, refused to give their countenance to an attempt to practice a virtual imposition on the public, by undertaking to put down Puseyism in the Church, by means which they knew could never accomplish the object.—*Morning Advertiser.*

SUSPECTED MURDER.—A very mysterious and tragical affair has engaged the attention of the Villagers of Mill Creek, within the last week, of which the following are the particulars:—

A Mr. John Freeman, a gentleman about 60 years of age, arrived at the above named village about the first of this month, and took up his quarters at Mr. Yenton's Inn. It appeared that he had recently left the United States, of which country he was a native, for the purpose of settling in Canada; and his object in visiting Mill Creek was to purchase land in that vicinity. On Wednesday week last, the 9th inst., he was joined by Mrs. Freeman, a woman of about 35 years of age. On Friday morning, after eating his breakfast, he was seized with a sudden and unaccountable fit of sickness, from which he was with difficulty recovered. On Saturday night, after going to bed, he was attacked with a fit similar in every respect the first, from which he did not recover until Sunday morning, and was then so weak that he lay in bed until Monday.—At dinner time he then got up and dined in company with his wife. A short time after he got up from dinner he was again seized with the same symptoms; and after taking a few turns in the verandah before the house, he returned to the sitting room, lay down on a sofa, died under the influence of a strong convulsion; and next day at 10 o'clock, he was buried in the waterloo grave-yard. Certain circumstances had conspired to excite suspicions in the minds of the Mill Creekers that all was not right. The old gentleman was known to have a large some of money in his possession—his hurried funeral—the fact of Mrs. Freeman having sold a horse, buggy and buffalo skins, the day of his death, for $70, about a third of their value,—her leaving Mill Creek a few hours after the funeral—all combined to cause an excitement, which resulted in a formal complaint being lodged with John Stewart Esq., Coroner of this city, accusing the said Mrs. Freeman of the murder of her husband. That gentleman, accordingly, had Mrs. Freeman taken into custody, and caused an inquest to be held on Thursday last, at Waterloo, where the deceased had been interred.—The body was exhumed by order of the coroner, and subjected to a post mortem examination by Doctors Dickson and Yeomans. After the jury had seen the body, a number of witnesses were examined. We give below a brief epitome of their evidence:—

[The material evidence, in addition to what is above stated, is this, that Mrs. Freeman had bought strychnine, ostensibly for the purpose of killing rats.—There were several other very suspicious circumstances. Deceased left a family of four, two sons and two daughters in Vermont. Both parties had been married before.]

The Coroner adjourned the Court for a fortnight, in order to afford time to analise the contents of the stomach of the deceased, to procure further evidence, and to give opportunity for the friends of Mrs. Freeman to be informed of her present situation.—[Canada Paper.

TERRIBLE CASUALTY FROM THE USE OF CAMPHINE.—At about eight or nine o'clock on Saturday evening last, a very distressing accident occurred at the Baron St. John, at the residence of Mr. Clement Ramos, Alderman of the First Municipality. Miss Blanche Ramos and Miss Ernestine Noe, (the former a daughter, and the latter a step-daughter of Mr. Ramos,) were reading in the parlor, and a young negress was ordered to bring in some oil for the lamp which they were using. Instead of bringing oil she brought camphine, and while pouring it from the jar into the lamp the inflammible liquid ignited and caused the jar to explode, setting fire immediately to the clothes of both the young ladies. Miss Ramos, a very interesting young lady, was so severely injured by the flames that she died at six o'clock on the following morning, in the most excruciating agony. Miss Noe was alive last evening, though her injuries are so great that her recovery is deemed impossible A younger Miss Noe and the servant who brought in the camphine were also much injured, though they are expected to recover.

So terrible an accident as the above should be a warning against the use of camphine for domestic purpose.—[N. O Delta.

NEW LINE OF STEAM PROPELLORS TO LIVERPOOL.—On first of July next, Messrs. Herndon & Co., of Boston will commence running a new line of Propellers between this port and Liverpool. The line will consist of four very first class vessels. The first vessel is now ready. She is called the "S. S. Lewis"—burthen 1700 to 1800—1200 horse power—to be commanded by Capt. W. C. Barstow. Her immediate successor will be the "Robert G. Shaw," of 2000 tons. This line is expected to divert from New York a great part of freight destined for Canada, and is directly connected with the Grand Junction Railway at East Boston.—[Boston paper.

SINGULAR TERMINATION OF A SUIT.—A day or two since, two cousins, male and female, recently from Germany, were charged before Alderman Freeman with the larceny of $40 from the other side of the water. There was no evidence whatever to substantiate the accusation, and upon the Alderman dismissing the case, at the request of the gentleman defendant, and with the consent of the lady, the Alderman made them husband and wife upon the spot, and they left the office highly gratified at the result.—*Phil. Ledger.*

TRIAL OF ENGINES.—In Portland, Maine Companies Nos. 3 and 7 had a trial. No. 3 filled a hogshead (which was the criterion) in 2 minutes and No 7 in 52. Pretty close work, and nicely balanced, where there is only three seconds of time between their efforts for the premium.

On the second trial, No. 7 played with No. 4 from the deck, through 300 feet of hose, in 2 minutes exhausting through 200 feet of hose, then played in two minutes. On this trial, engines had the advantage. They then reversed—No. 3 playing with No. 7—No. 7 exhausting. Time the same—When on measurement, the empires decided No. 3 had increased the water one inch in the tub of the competitor.

WEST INDIES.—From most of the British West Indian Sugar Islands there are good accounts of the crops. In Trinidad it was expected that the crop would exceed that of 8,200,000, consequently, the Governor has recommended a reduction of import and other duties and taxes. The financial affairs of Bermuda are also in a flourishing state.

Arrived from St. John's, Natal, Roberts, at Port Morant; Bahington, Gardner, in Port Antonio; Brooke, Harris, at Glasgow; Sparrow, and Industry, Arthur, Greely, in the Clyde; Wilmer, and Revere, Hopper, at Liverpool.

Sailed for St. John.—Ship Ly, from Londonderry; Sarah, from Belfast; Worc