

many parishes, but I never found one in a flourishing condition, where this duty had been long neglected. A minister may possess all the eloquence of a Paul, but the work of the ministry can never prosper in his hands unless, after the example of that great apostle, he teach both 'publicly and from house to house; nor even then, unless he daily prays for that blessing from above without which Paul may plant and Apollus water in vain.'

[We have no doubt but that the intimation of something more for the Clergy, implied in the above communication, will be kindly received and taken to heart by those whom it concerns; but in order to give all parties their due, we must append the remark that the Clergy have often had great occasion to entertain a wish that their calls upon parishioners might be received as pastoral visits. In some quarters—though we are willing to believe our Correspondent not to be included in the number—the Clergyman's visit is desired as of a gentleman to have a chat with and to let go; but how many of our Correspondent's fellow-parishioners are there who, when their Pastor calls in, will endeavour, before he leaves the house, to assemble as many of the household as can be brought together, will lay the Bible before him, and desire his instruction and his prayers? Perhaps it may be answered, let the Clergyman assert his pastoral claims—let him propose it: well, perhaps it would be right he should, but there is a difference in some minds to which it is not well to do violence, and we are of opinion that it is at least equally the duty of the parishioner to second the Clergyman in making his visit instructive and edifying to the family, as it is the Clergyman's duty to study that it may be so to them. We do not mean to say that there are not edifying visits without an express act of social prayer, for we know there are: but we feel persuaded that a great deal of the gossip which ordinarily comes up would be kept down, if it were anticipated that the visit is to be closed by worshipping God.—Editor.]

To CORRESPONDENTS:—Received Tract on Baptism;—Parcel from New York, just come to hand—very much obliged.

PAYMENTS RECEIVED.—From Messrs. John Wilkinson, No. 53 to 101; R. A. Seymour, No. 1 to 52; Robert Reader, No. 66 to 91; Mrs. Whiteford, No. 79 to 101.

Political and Local Intelligence.

IRELAND.—A great Protestant meeting took place at Lisburn in August last, to give an opportunity for expressing the indignation which was felt at the recent course of the Ministry, in removing James Watson, Esq. of Brookhill from his office of Deputy Lieutenant and Justice of the Peace. (See Berean of Sept. 11.)

The Marquis of Downshire presided. A large number of the neighbouring gentry, together with some from a distance, among whom we notice the names of Major Gen. Sir George Moore, Bart. and Colonel Verner, M. P. were present, and it is calculated that 50,000 persons were in attendance. Several spirited resolutions were passed, condemning the measure of the Ministry, after which the large concourse quietly dispersed. In connection with this subject it is well to mention that the Earl of Winchelsea, considers the course of the Ministry, in this particular, so unconstitutional and oppressive, that he has thought himself called upon to resign the offices which he held, of Deputy Lieutenant in three English Counties, and Justice of the Peace in the same, as will be seen by the following letter, a copy of which, suitably modified, was also addressed to the Lord Lieutenants of the Counties of Northampton, Kent and Lincoln.

Eastwell Park, Aug. 26, 1845. My Lord,—It is with deep regret that I find myself compelled to resign into your Lordship's hands the commission of the peace which I hold for the counties of Kent, Northampton and Lincoln; for regarding as I do the conduct of Her Majesty's Ministers, in their late dismissal of Mr. Watson, to be of a most arbitrary and unjust character, I cannot subject myself to a similar treatment, in the course which I may deem it my duty to pursue in advocating those great Protestant principles which are in my estimation, beyond all earthly value.

I have the honour to be, My Lord, your Lordship's most obedient, humble servant, WINCHELSEA AND NOTTINGHAM. The Right Hon the Lord Chancellor, &c.

IRISH COLLEGES.—The announcement which has been so positively made, that the R. C. Bishop of Cork was going to give his extensive library to the projected Provincial College at Cork, is now contradicted.

THE JUNCTION OF THE MAINE AND DANUBE by a canal which was commenced, but had to be abandoned, by Charlemagne, has been effected by the present King of Bavaria. The Louis canal was opened, and vessels were passing along it, before the close of the month of August.

A NOBLE JEW.—From Prague, we hear of the death, at the age of seventy-seven, of the Hebrew merchant, Maurice Zedekauer—a man whose title to a record in pages like ours, consists, not in the princely fortune which was the work of his own honourable toil, but in the noble use which he made of it. Fifty years ago, M. Zedekauer came, penniless, to Prague; and he has left behind him seven millions of florins—£700,000. In his lifetime, he devoted the larger part of his immense revenues to the encouragement of science, art, and national industry,—and to the relief of the indigent, without distinction of religion or race; and, by his will, he has bequeathed three millions of florins—£300,000—amongst the benevolent institutions of all the principal cities of Bohemia. He was followed to the cemetery of his nation, by men of all ranks and beliefs—the poor, of course,—the civil and military authorities of the capital,—all its distinguished men,—and it is very pleasant to add, many clergymen of various Christian sects. Every where, the spirit is passing into dishonour, which would once have spit upon the Jewish gabardine; or trampled on the grave of a man like this.—Athenaeum.

ATTEMPT UPON THE KING OF WURTEMBERG'S LIFE.—A letter from Freiburg of the 5th Sept. in the Frankfurter Journal, states, that two shots were fired at Meran, in the Tyrol, at the King of Wurtemberg, but fortunately without hitting him. The Carlsruhe Gazette makes mention of a report of the same kind. The Jesuits are considered, it says, as the authors of this attack, in consequence of the King's having spoken, when in Switzerland, openly against the influence of that Society. His language to M. Siegwart Muller, the head of the Jesuit party at Lucerne, produced a great sensation.

NEW ZEALAND. Extract from a letter written by the Bishop on Easter Eve:

"After a voyage of two days, the four vessels, the 'Hazard,' the 'St. Louis,' the 'Matilda,' and, last not least, the 'Flying-fish,' (the Bishop's schooner,) all arrived at Auckland within an hour of each other, about the hour of midnight, Saturday, March 15th.

"On Sunday, the 16th, I brought the state of the distressed settlers of Kororarika before the notice of the congregation of St. Paul's Church (Auckland), and the appeal was so cheerfully met, that Mr. and Mrs. Dudley were enabled in the following week, to distribute necessary clothing to all that were in need. Most of them had lost every thing, all the most valuable property having been consumed in the stockaded house.

"Our chief object of anxiety now is the effect which this disaster will have upon the other tribes among whom the English settlements are placed. I have felt my post of duty to be for the present at Wellington and Waikanae (Kapiti), and I therefore sailed on the 20th of March, in the 'Victoria' brig, with Mrs. Selwyn and one of my children; and we are now, I thank God, within sight of Cape Palliser, the last head land to be passed before we reached the heads of Port Nicholson."

A collision had taken place between Heiki, the Chief hostile to the European settlers and the Colonial Government, and another section of natives, whereby Heiki's threatened invasion of the settlements was deferred and time gained for more effective preparations of defence.

ATMOSPHERIC RAILWAY.—Experimental trips have been made on the Croydon Atmospheric Railway, which, with allowance for the fact that every thing is not yet in complete working order, have been very satisfactory. The line is five miles long, extending from the Dartmouth arms to Croydon. On Friday week several trains were run; and on Tuesday a number of the proprietors were conveyed upon the line. The average speed, only one engine being employed for the five miles, was thirty miles an hour; the greatest velocity forty-five. A greater speed was attained on Friday. The train passed up the viaduct across the Brighton line, which has an incline of 1 in 50, at the same rate as the other parts. In a report to the directors, Mr. Samuda, the engineer, remarks—"A speed of seventy miles per hour has been attained with a train of six carriages, and a speed of thirty miles per hour with a train of sixteen carriages, using only one steam-engine over two sections of main. In a length of five miles we have found it practicable to obtain a vacuum of twenty-seven inches in the whole length, and have run trains at upwards of sixty miles an hour over the five miles, with the aid of one engine only."

HALIFAX AND CANADA RAILROAD.—Under this heading the Gazette of Friday last devotes a column of its space to papers relating to the above contemplated railroad and to editorial remarks thereon; and the consideration of the same topic is continued in Monday's paper. The subject is indeed worthy of serious attention, and, in this day of improvement, when cities and countries are zealously contending as rivals for the palm of commercial success, it behoves us, if we do not wish to be left entirely out of sight in the race, to lose no opportunity which presents itself of increasing our means of communication with the mother country, and thus adding to our trade and wealth. Such an opportunity seems to offer in the proposed railroad to Halifax. A letter from a member of the Nova Scotia legislature, now in London, mentions that a provisional committee has been formed who are promoting this great enterprise. A sketch of the probable cost and the returns, calculated by two engineers, has been made; and all that seems wanting to ensure a good reception for the scheme in England is, that the friends of the enterprise in the Colonies should exert themselves.

To connect Halifax and Quebec would require about 550 miles of railway. It is supposed that this would cost about 5 millions of pounds and that the income would be at least 5 per cent on that amount, and if the road could be built for less, as is said to be probable, the income would of course be so much larger. In viewing an undertaking so gigantic as this, one is apt to see only the difficulties which present themselves, and to shrink back appalled. So much money to be raised; so many miles of road to be made and through an almost desolate country; and then the difficulty of keeping the road clear during the winter! These are certainly difficulties, and serious ones too, and require energy and vigour to overcome them. But they may be conquered. Only show a reasonable expectation of a fair return, and the large amount will easily be raised in London. The natural obstacles of the country are not greater than have been met and subdued where other railroads have been made. And the experience of many years' traffic over railroads in the New England States of the adjoining republic, where the winters are nearly as long and severe as ours, shows convincingly that where there is sufficient intercourse to render it desirable, a railroad may be travelled over during the severest winter. It may be said that there will not be traffic enough to pay the expenses! Nor would there now. But it has been always found that in proportion as you increase the means of communication, travelling and trade increase. The difficulty of getting through the country prevents travellers now. Make a speedy and cheap mode of transit and you make a trade. It would

afford an additional inducement to emigration; and the trade of Quebec, instead of being confined to the summer-months, might be continued without intermission throughout the year.

We can not but hope that steps may be taken to promote a scheme which seems likely to be so beneficial to Quebec and to the Province generally.

FATAL ACCIDENT.—A sailor fell from the foretop of H. M. S. Vindictive, on the 12th inst., and the injury he received was so severe that he survived only three hours. He lost his balance in reaching for a rope. His skull was fractured, and a thigh and an ankle bone were broken by the fall, but he retained his senses until the moment he expired. He was only 23 years old. On another station, he fell once before from the fore-yard of a man-of-war, but sustained no harm.—Halifax Recorder.

MONTREAL, Oct. 10th.—In a recent Despatch sent by Lord Stanley to their Excellencies the Governors of Canada and Nova Scotia, full particulars are given of a mode of preparing timber, by which it can be rendered almost secure against combustion. This statement has been furnished by the Colonial Minister in consequence of the recent terrible disasters at Quebec, it being thought that in a country where wood is so commonly used in building, this invention might probably be of use.

The papers before us, comprised in the despatch, are letters from different persons connected with the Admiralty, to Lord Stanley, in which full details of this invention are given, with the expense, and result of the different experiments. The wood prepared by either Burnett's or Payne's process, is rendered pretty nearly as hard and as incombustible as iron, and it is considered that it may be used for railway purposes, in a country where it is difficult and expensive to obtain iron.

It appears that the apparatus for injecting timber with the chemical preparation used by either Burnett or Payne, may be purchased and transmitted to this country for about a thousand pounds. The expense of preparing a load of timber, so as to render it unflammable is, in England, from 2s. to 3s. and it is found that green wood answers the purpose better than dry.

It appears also that the hard woods, such as English oak, teak, African and Danzic oak, do not take the preparation so well as the softer woods, such as Canada red and yellow pine. A piece of Canada red pine, which was placed in contact with red hot iron, not only did not ignite, but the iron actually cooled on it. Two pieces of Canada yellow pine, one prepared and the other not, were placed in the melting pot of a copper ore furnace; the unprepared piece burst into flame immediately and was consumed; the prepared piece was kept in the pot for twelve minutes without being affected. Similar results followed from placing it in contact with red hot iron.

So important are those inventions considered by the Board of Admiralty that they have ordered all the magazine and light room bulk-heads in the Queen's ships to be constructed of this material.

We think that we have stated sufficient in regard to these inventions, to draw the public attention to the subject. It is treated of more at length in a pamphlet, which was kindly handed to us by a friend, and which is alluded to by Sir William Burnett in one of his letters to Lord Stanley, quoted in the Despatch.—Courier.

BEAUCHAMPS CANAL.—From the Montreal Herald we learn that the water was let into this extensive work on Friday last; and the following day, the steamer Albion, having on board the Chairman of the Board of Works, several members of the Executive Council and other gentlemen, passed entirely through it. The masonry is described as being of the most solid and superior kind. There are eight lift locks, each of about 10 feet lift, and one grand lock. Each lock is 200 feet long by 45 wide and there are 9 feet of water to the mitre sill, though the canal permits 10 feet. The canal is 11 miles and three quarters in length; the width at the bottom is 80 feet, at the top 120, the depth 10 feet.

GENERAL RELIEF FUND.—The following sums have been received by the Treasurer, since the last statement:—

Mr. H. Pinkey, Bytown,	£1 5 0
Mr. Sully, do,	1 0 0
Collected by the Rev. A. McKibbin, do.	0 10 0
Mr. R. Winter, half of three exhibitions of the Chemical Dioramas, ..	13 13 9
St. Catharine's, C. W., by the Rev. A. F. Atkinson, Rector,	7 10 0
Balance from Miramichi,	24 2 6
Do. from Manchester,	£406 14 5 stg. 499 7 3
Collection from Dublin £600 stg. 736 13 0	
Mr. Wm. Spalding, Perth, C. W. .	1 5 0
Mr. A. R. Roche, Quebec,	5 0 0
Messrs. Peter Bigheder & Co. Xeres de la Frontera, Spain, ..	25 0 0
Mrs. Dawn, Bath, Somerset, Eng. .	5 0 0
By N. Freer, Esq.,	5 0 0
Subscription of Mr. McTavish, ..	10 0 0

Total amount received to the 15th inst. inclusive £61,069 9 11

THE two Trunks, which were picked up by the Steamer Lumber Merchant, on her way up to Three Rivers, on Thursday night last, and noticed in the Quebec Gazette of Friday last, were lost off a batteau, from Lobiniere, that was coming to Quebec with a load of wood, and in which there were a number of country-people coming to market with provisions. The batteau, it appears, sprung a leak, filled with water and became unmanageable—and was driven by a strong east wind, which prevailed at the time, over to the Parish des Ecuries, where the crew and passengers succeeded in landing, with the loss of all their provisions and wood.—Mercury.

QUEBEC LIBRARY ASSOCIATION. The following donations have been received:— From the Hon. T. C. AYLWIN, M. P. P. The revised Acts and Ordinances of Lower Canada,—Montreal, 1845.

Journals of the Legislative Assembly of the Province of Canada.—Session 1844-5. Statutes of Canada—First Session, second Parliament 1844-5. Rapport du Bureau des Travaux Publics, 1844.

ODD FELLOWSHIP.—In consequence of the increase of this order in Canada, it is in contemplation to publish a Monthly Journal at Montreal, to be devoted to its interests.

The Montreal papers state that the Hon. L. J. PAPINEAU and family arrived at Montreal on Thursday evening in the St. Louis steamer from L'Assomption. He took lodgings at Rasco's Hotel.

The Montreal Mail of this morning brings no accounts of the Iron Steamer Great Britain. As her day of sailing from Liverpool was the 27th ult., she may be daily expected.

The official Gazette of Saturday last contains a proclamation proroguing the Provincial Parliament to the 19th November, not then to meet for the despatch of business.

PORT OF QUEBEC.

ARRIVED. N. B.—It will be observed that the shipping report below only gives the names of vessels arriving with cargo.

Oct. 9th.	Brig Rival, Mair, Halifax, J. Torrance & Co. sugar.
10th.	Schr. Walron, McLellan, Halifax, Leuycraft, rum, &c.
11th.	Assistance, Harris, Arichat, Fraser, fish and oil.

MARITIME EXTRACTS. Accounts from below mention that the ship Briton's Queen, is ashore on Flat Island, full of water and with but little prospect of getting her off.

The bark Wellington, Blenkin, reports having been in contact, on the 9th ult. in lat. 49, 42, long. 33, 40, with the brig Ameron, from St. John, N. B., with a cargo of deals for Dublin, and the latter vessel was so much injured, that the Captain and crew abandoned her and got on board the Wellington.

The hull, spars, stream anchors, and a boat belonging to the ship Danties-shire, wrecked last August, on the south-west point of Anticosti, were sold by auction, for the benefit of the underwriters, as she now lies on Anticosti, and adjudged to Mr. William Henry, for £60. The rest of the materials which have been brought to Quebec, were sold at the same time and brought fair prices.

Capt. Ryan, of the steamer Rowland Hill, from Montreal, reports that the steamer Princess Victoria, is sunk on the south side of Isle à Bagne. Her after part, as far up as water her wheels, lies under water. She met with the accident last Saturday night.

UNPRECEDENTED DESPATCH.—The bark Naparima, the property of Messrs. William Edmonds & Co., of Dublin, arrived at that port from Quebec, on the morning of Friday last, but owing to heavy draught of water she was not docked until Saturday morning. She sailed for Quebec again at 11 o'clock on Monday morning last, after having, in the incredibly short space of 11 hours, been discharged of her inward cargo by the Dock Company, and completed her arrangements for the next voyage. No work of course done on Sunday.—[Gore's Genl. Advertiser.]

LOSS AT SEA.—The brig Visitor, sailed from Halifax, N. S. on the 15th of Sept. of last year for Kingston, Jamaica, and has never been heard from since. It is therefore supposed that she must have gone down at sea, and that all hands were lost. She had a crew of seven men and four boys, besides the master and mate.

EXTRACT of a letter from Capt. Humphry, of the steamer Princess Victoria, to Mr. C. E. Dunn, dated 13th inst.

"I am sorry to inform you, that the Princess struck on a shoal, during last Saturday night, and that a float attached to the raft she was towing broke two of her planks. Not knowing the extent of the damage, I ran her ashore on a soft bottom.

I had a shipbuilder examining her to-day, and I am happy to inform you, that the damage is comparatively but trifling, and that by Saturday next, she will be ready to resume her operations."

EMIGRANTS.—Number arrived at this Port up to the 11th Oct.

Cabin.	Steerage.
624.	24,715.

MARRIED. At Niagara, on the 29th ultimo, by the Revd. Robert McGill, Wm. Dill, Esq., M. D. of Dundas, to Julia, third daughter of Wm. D. Miller, Esq., of Niagara.

In Montreal, on the 11th inst. by the Rev. Wm. Anderson, of Sorel, Lieut. James Freeth, Royal Engineers, to Louisa, eldest daughter of Capt. J. D. Armstrong, of Sorel.

DIED. At Niagara, on the 30th Sept. last, Angus Cameron, Esq., Paymaster of the Royal Canadian Rifle Regiment, and formerly of the 79th or Cameron Highlanders, in the 63rd year of his age.

ENGLISH MAIL.

LETTERS for the above Mail will be received at the Quebec Post Office, till TUESDAY, 28th inst.—PAID Letters to THREE o'clock, and UNPAID to FOUR, P. M.

NOTICE. SERMONS will be preached in the Cathedral Church, in St. Paul's or the Mariners' Chapel, and in All Saints' Chapel (at the Rectory) on SUNDAY NEXT, the 19th Inst., in aid of the Church Society of this Diocese, and with the special object of providing a fund for the Widows and Orphans of Clergymen.

By Order, R. R. BURRAGE, Assist. Secy. C. S. Quebec, 16th Oct. 1845.

FOR SALE BY THE SUBSCRIBER, PASTRY FLOUR in Half-Barrels, Sperm and Olive Oil, Sperm, Imperial, Admontine, Composite and Wax-Wick Candles, Preserved Ginger, With a Supply of Genuine FRESH TEAS.

M. G. MOUNTAIN, No. 13, Fabrique-st., Quebec, 15th Oct. 1845.

BISHOP'S COLLEGE, LENNOXVILLE.

TEMPORARY arrangements have been made for the opening of this Institution in a private dwelling-house in Lennoxville, where it is now in operation, under The Rev. J. H. NICOLLS, M. A., and HENRY MILES, Esq., M. A. A Prospectus stating particulars will be forwarded, on application to the Rev. J. H. NICOLLS, LENNOXVILLE, October, 1845.

ÆOLOPHON FOR SALE.

[Now in Town for inspection.] A BARREL ÆOLOPHON by MYERS, A London, playing eight tunes of different Metres and two chants for singing the Gloria Patri. A finger-board has been also constructed by which the number of tunes can be greatly increased. It is offered for sale in order to replace it by an instrument of greater compass. For particulars apply to the Rev. R. Knight, Frampton, or at the office of this paper. Quebec, 9th July, 1845.

Receiving ex "Choite," for Sale, TOBACCO PIPES, Black Lead, Shot, Paints, Spades and Shovels, Far Iron, Anvils, Vices, Patent Cordage, Patent Proved Chain Cables and Anchors.

—ALSO— 400 BOXES TIN PLATES. C. & W. WURTELE, 1st Oct. 1845. f St. Paul-street.

THE Girls' department of the British and Canadian School will re-open on MONDAY, the 6th instant, in a room in the Military Asylum. JEFFERY HALE, Quebec, 2nd Oct. 1845.

RECEIVED FOR SALE BY THE SUBSCRIBERS. 3 CASES of WORSTED and WOOLLEN GOODS, consisting of Children's Dresses, Ladies' Fanchons and Mulls, &c. and Gentlemen's Coats, &c. &c. C. & W. WURTELE, St. Paul Street, Quebec, 19th Sept., 1845.

NOTICE. HE undersigned has been appointed Agent for the AETNA INSURANCE COMPANY, of Hartford, Ct., and is now prepared to take risks against Fire.—This office has now an Agency in Montreal, which has been in operation for the last 20 years, has been always prompt and liberal in settlement of losses. Such being its character, the undersigned looks for a portion of the public confidence and patronage. DANIEL MCGIE, Hunt's Wharf, Quebec, 7th July, 1845.

RECEIVED FOR SALE EX "BRITANNIA." 500 BOXES CANADA PLATES. C. & W. WURTELE, St. Paul Street, Quebec, 15th Sept. 1845. d

FOR SALE. MUSCOVADO and White Bastard SUGAR, Jamaica Coffee, Ginger, Arrow-root, high flavored Sprits, Logwood, Mahogany, Tamarinds, Molasses. J. W. LEAYCRAFT, Quebec, 8th September, 1845. f

Mutual Life Assurance. SCOTTISH AMICABLE LIFE ASSURANCE SOCIETY, HEAD OFFICE, 141, BUCHANAN-STREET, GLASGOW.

THE Constitution and Regulations of this Society insure to its Members the full benefits which can be derived from such sums as they are willing to devote to the important duty of LIFE INSURANCE. The whole profits are secured to the Policy holders by the Mutual System on which the Society is established, and their allocation to the Members is made on fair, simple, and popular principles.

It is provided by the Rules, that the whole Directors, Ordinary and Extraordinary, shall be Members of the Society, by holding Policies of Insurance for Life with it, of more than three years' standing. This rule secures to the Public that those Noblemen and Gentlemen who appear as Directors of the Society, have practically approved of its principles. For further particulars, with tables of Premiums, apply to R. M. HARRISON, Agent for Canada, Quebec, August, 1845.

JUST RECEIVED, FOR SALE BY THE SUBSCRIBERS, BEST Window Glass, in Boxes and Half-Boxes, a great variety of sizes from 6 1/2 x 7 1/2 assorted, to 36 x 40 in. C. & W. WURTELE, Quebec, 14th July, 1845.

RECEIVING AND FOR SALE. BEST Black Lead, Nos. 1 and 2, Spanish Brown, Venetian Red, Yellow, Green and Blue Paints, Genuine White Lead, Nos. 1, 2 and 3, Dry, White and Red Leads, Sheet Lead, Lead Pipe and Patent Shot, Boiled and Raw Linseed Oil. —ALSO— Best Refined Borax. C. & W. WURTELE, St. Paul Street, Quebec, 5th June, 1845.

NEWCASTLE, Wallsend, Grate & Smith's Coals, for Sale by H. H. Porter & Co., Porter & Co's Wharf, Late Irvine's. Quebec, 29th May, 1845.