SAINT JOHN, NEW-BRUNSWICK, THE FRIDAY, JANUARY 28, 1848.

Weekly Chronicle.

Volume 12. "Nec Rege, Nec Populo, sed utroque." Number 22.

E SAINT JOHN CHRONICLE,
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y person forwarding the name of six respon-
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rally, neatly executed.
ll letters, communications, &c., must be post
or they will not be attended to.—No paper
ntinued until all arrearages are paid; except
option of the publisher.

Weekly Almanack.

JAN.		R. Sun.	S. Moon	H. W.
Saturday,	7	20 5	7 1	23 5 6
Sunday,	7	19 5	9 2	20 6 7
Monday,	7	18 5	10 3	16 7 26
Tuesday,	7	17 5	11 4	10 Morn
Wednesday,	7	16 5	13 5	2 8 41
Thursday,	7	15 5	14 5	50 9 48
Friday,	7	14 5	15 Sets.	10 36

New Moon, 4th. 8h. 58m. evening.

National Loan Fund
IFE ASSURANCE SOCIETY
of London.

EMPOWERED BY ACT OF PARLIAMENT.

Capital, £500,000 sterling.
xclusive of a Reserved Fund (Surplus Premiums) of £37,000 sterling.

BOARD OF LOCAL DIRECTORS AT ST. JOHN, N. B.
(Office Nelson street.)
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ADVANTAGES OFFERED BY THE SOCIETY.
erfect security, arising from a large Capital, ly independent of the Premium Fund.
Loan of two thirds the premium paid, or half Annual Premium for the first five years.
Low rates of Premiums.
nsurance for one or five years, or for life, with without participation in profits of the Society.
A liberal allowance for the surrender of Policies
Travelling limits and extra premiums liberal and definite.
Division of Profits.—The assured has the option of receiving the Profits either in Cash, in reduction of Premiums, or in adding to the sum insured.
Premiums payable annually, half yearly, or quarterly.
The "*National Loan Fund Life Assurance Society*" offers, as will be seen by the above, all the advantages allowed by any other Life Assurance Society of equal standing.
Every information as to the Society's rate of premium, mode of Insurance, and Blank Forms may be had on application at the office of the Agents.
WILLIAM J. STARR, } AGENTS.
FREDERICK R. STARR, }
St. John, Dec. 24 1846. Nelson street

MUTUAL INSURANCE COMPANY
HIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.
St. John, Nov. 11, 1846. *Secretary.*

THE HARTFORD
Fire Insurance Company,
OF HARTFORD, (CONN.)
OFFERS to insure every description of property against loss or damage by Fire, on reasonable terms. This company has been doing business for more than twenty-five years, and during that period have settled all their losses without compelling the insured in any instance to resort to a court of justice.
The Directors of the company are Eliphalet Terry, James H. Wells, S. H. Huntingdon, A. Huntington, junr., Albert Day, Samuel Williams, F. G. Huntingdon, Elisha Colt, R. B. Ward.
ELIPHALET TERRY, President.
JAMES G. BOLLES, Secretary.
The subscriber having been duly appointed Agent for the above company, is prepared to issue policies of Insurance against Fire for all descriptions of Property in this city and throughout the province on reasonable terms. Conditions made known, and every information given on application
JOHN ROBERTSON.
St. John, 1st March, 1841.

Minerva Life Assurance Company.
King William street, London.
ALL Persons insured at the above Office, are respectfully requested to take Notice, that in future no Extra Premium will be charged on their Policies for residence in British North America, as heretofore; nor will such Extra Premium be charged on any Assurance hereafter effected. All applications for Assurance to be made to
RANNEY, STURDEE & CO.
Agents for New Brunswick.
Medical referee, John Paddock, Esq., M. D.
January 30, 1846.

MORE *India-Rubber SHOES*.
Cheapest in the City.
MEN'S, WOMEN'S & CHILDREN'S Indian Rubber SHOES will be sold low, by wholesale or retail. Country storekeepers would find it to their advantage to call at the subscriber's before purchasing elsewhere, as their will be bargains given. ☞ *Old stand, basement story, saint John Hotel.* (Nov. 5) N. ADAMS.

D'Orsay or loose Sack.
THE above is the name given to a very comfortable style of TOP COAT now much worn in London and other large cities, the colour most in vogue is Dark Olive, Green and light Drab, the one lined throughout with Alapaca, knitted in diamonds, edges trimmed with wide braid, velvet collared Cape to match colour of Cloth. Call and see one just finished. From Peel's latest London and Paris Fashions.
GARRETT & SKILLEN

GOLDEN FLEECE.
FALL IMPORTATIONS,
1847.
The Subscribers have received by the Mountaineer, Commodore, Themis, Howard, and William Carson, part of their FALL SUPPLY, comprising—
94 PIECES GRO DE NAPS, TURC SATINS, and Orientals & Ottomanis
40 pieces *Silk Velvets—Ribbons, Flowers, &c.*
470 pieces CLOAKINGS, in all the newest styles;
905 do. newest styles *Dress Stuffs*—Cobourgs; Orleans, English and *French Merinos;*
375 pieces CLOTHS, *Cassimeres, Doeskins, Beaver and Pilots;*
300 pieces IRISH LINENS, Lawns, Linen Cambrics and Handkerchiefs;
23 cases FURS, containing Muffs and Boas in Squirrel, French and Finland Sable, Stone Martin, Fitch, Ermine, Chinchilla, and Jennet; CARDINALS, MANTLES, Victorines, & Cuffs, in *French and Finland Sable,* Ermine Jennet, Stone Martin, Fitch and Squirrel—Swansdown and Fur Trimmings;
3 cases *Gent's FUR CAPS and Gloves;*
700 pieces *White Muslins,* in Book, Mull, Jaconet, Checked, Victoria, and Bishop Lawn, Tarlatan, &c.; *Laces, Edgings,* Nets, Veils; Muslin, Edgings & Insertions;
1150 pieces CALICOES, 250 pieces Furniture PRINTS
73 pieces CARPETINGS Hearth Rugs,
60 pieces Damask and Watered MOREENS, Rich Fringes to match, Tassels, Curtain Holders, Furniture Gimps, Orris and Float Laces, &c.
85 pieces BED TICKS, Linen and Cotton SHEETINGS, Table Covers, Damasks, Diapers, Toilet Cloths, Furniture Dimities, Window Muslins,
800 pairs BLANKETS; 135 pieces Plain and Twilled Regattas,
1470 pieces Grey and White COTTONS,
370 pieces Flannels, as Saxony, Lancashire and Welsh—Red, Yelow and Blue,
640 pieces SILESIAS, Rolled and Embossed Linings,
450 gross Cotton Reels—*Clark's best;*
A very extensive assortment of *WINTER SHAWLS,*
3 cases UMBRELLAS,
197 pieces Silk POCKET and NECK HKFS,
Stocks, Tuber and Cashmere Mufflers,
760 dozen Wincey Hosiery and Gloves,
Lambs' wool Shirts, Drawers and Vests,
Rich Velvet, Silk, and Fancy Vestings,
Tailors' Trimmings and small Wares.
An extensive assortment of READY MADE CLOTHING in every variety of fashionable season.
☞ *Further supplies daily expected.*
DOHERTY & McTAVISH.
Prince Wm street, St. John,
Queen street, Fredericton,
Happy corner, St. Andrews,
Near the Bridge, St. Stephen. (Oct. 29.)

ROYAL MAIL STAGE
BETWEEN
St. John and St. Andrews.
THE subscriber having become contractor for conveying her Majesty's Mails between St. John and St. Andrews, hereby gives notice that he leaves St. John, with commodious Carriages and good Horses every Tuesday, Thursday, and Saturday morning at 6 o'clock, and St. Andrews every Monday, Wednesday, and Friday morning, going thro' the same day.
Passengers travelling on the route, will receive every attention from the Proprietor of the line, with whom they are requested to leave their names or at the Commercial Hotel, St. John and Segee's Hotel, St. Andrews, where Stage Books will be kept.
October 15. GEO. CHRISTY.

VULCAN FOUNDRY,
Main Street, Lower Cove, St. John, N. B.
THE Subscriber, begs leave to inform the Public that he is ENLARGING the above named Establishment, and having also recently increased his facilities for Manufacturing Steam Engines, and other Machinery, Boilers, Iron Doors, Shutters, &c. &c.; he is now prepared to take New Contracts for work in any department of the Iron Foundry and Black Smith Business.
He has on hand a large assortment of Cooking Stoves, and Franklins, of the most approved patterns, and is constantly Manufacturing further supplies of these articles; which, together with Mill and ship's Castings, &c., will be sold at lower rates than any other of equally good quality in this market. GEORGE CRAIG.
September 3.

WATERPROOF BLACKING,
WHICH renders Boots and Shoes completely impervious to Water and Snow, and at the same time does not prevent the Leather from receiving a Good Polish, by any Blacking in ordinary use.
The subscriber has just received another supply of the above named article, the virtues of which have been tested by hundreds of persons in various parts of the Province, and he strongly recommends its use to all persons who feel desirous of protecting their feet from dampness during the approaching season.
☞ The price is only one shilling per Pot. Orders from all parts of the Province attended to.
S. K. FOSTER,
Nov. 5. Corner of King and Germain-sts

A CARD.
CALVIN POWERS, TAILOR, &c. beg most respectfully to announce to his friends and the public generally, that he has commenced business in the shop in Prince William Street, lately occupied by Mr. J. M. Campbell, where all orders in his line entrusted to his care, will be punctually attended to. St. John, 1st May, 1846.

FLOUR.
Now landing ex brig "Sarah" from Newry—
115 BARRELS superfine FLOUR:
Ex *Brooklin* from Philadelphia—
100 barrels superfine FLOUR: 125 do. RYE do.
For sale low from the Wharf by
Nov. 19. J. R. SWIFT

Miscellany.

[*From the Hampshire Telegraph.*]

IMPROVEMENTS IN SCREW-PROPELLING, &c.

We have been furnished with the following account of the patent improvements in propelling and steering vessels, by Mr. William Henwood, of the Portsmouth Dock Yard, formerly of the School of Naval Architecture, the specification of which has just been enrolled, and which we doubt not will be regarded with the greatest interest by all who are concerned in this nationally important subject.

One of Mr. Henwood's improvements in propelling, relates to screw propelled ships and vessels.—It consists in placing the screw-propeller at the aft side of the sternpost where the rudder is in vessels in general; and in applying the rudder on the fore side of the screw propeller, in the lower and after most parts of the run of the vessel, and below the propeller shaft,—the rudder being substituted for the same part of the run of the vessel.

The propeller is connected with the stern post and vessel very securely by a metal coupling box, which has a metal frame attached to it for raising and lowering the propeller; the coupling box and hoisting frame being formed with tongues to slide in metal faced grooves in the sides of the sternpost and the coupling box having an interior collar of the utmost requisite strength fitted against a corresponding exterior collar round the propeller.—The union of the propeller to the stern-post and ship is thus made abundantly strong for pressing the shaft into the propeller and for the security of the latter in backing astern.

The surface of the rudder may be the same as the immersed area of the common rudder, although a less surface would be sufficient. A large and very strong rudder band is fitted at the upper part of the rudder with a large hole through it, of a square hexagonal or other form, into which the rudder head is fitted for turning the rudder.

The rudder head, above this rudder band, is cylindrical and passes through the dead wood, or keelson, and through a metal cylinder fitted in the same with a water tight stuffing box, like that of the propeller shaft, by this part of it being made in an oval form, so that the rudder may be turned sufficiently in steering; and it extends to any convenient height to receive the tiller.

Should the rudder be carried away, a temporary rudder could be applied by taking up the propeller, using sails only, and having the temporary rudder prepared with braces to slide down the sternpost grooves; by which it would be held securely to the ship, its lower end being secured with guys.

This exceedingly important advantages of this improvement, as stated by the patentee, are—the maximum effect of the screw in propelling; the avoidance of the extremely objectionable propeller trunk and aperture of the present plan; the easily diminished risk of any serious damage from taking the ground; and the preservation of the strength and proper displacement of the afterpart of the vessel.

The patentee has also proposed to apply similar rudders to sailing vessels; with a view to the very important advantage of placing the rudder below the range of the shoe, and to place the impulses of the surface waves; and the tiller below the orlop deck if desired. [Such a rudder, he states, would cost much less, and be indefinitely more durable than the ordinary rudder. And should a ship get aground, and the rudder be torn away, which there is quite as little chance of as with the common rudder, the ordinary temporary rudder could be immediately shipped without difficulty, as there would not be the too often happening impediment of broken pintles left in the braces, as occurred in the Rogue and in the Wellesley.

The proposed rudder can be shipped or unshipped after, by a very simple expedient described in the specification.

The other improvement in propelling relates to ships and vessels of all kinds; and appears highly important as a principle in Naval Architecture.

It consists in making that part of the immersed volume, which is abaft the vertical and transverse plane in which the centre of gravity of a vessel is, of such a form, that the longitudinal stability of the after end of the vessel may be practically equal to that of the forward;—in order that the pitching motion, so far as it may be caused by the form of the immersed volume, may be prevented; and that there may be the least possible resistance of the water to the propelling power.

This, the patentee states, must be especially important in the screw propelled vessels, because pitching raises the screw above the water's surface.

The equal stability of the fore and after ends of a ship, is obtained by making the area of the load water section abaft the above mentioned vertical and transverse plane, equal to the area of the remainder of the same water section, on the foreside of the same plane; and the moments of those areas from the same vertical and transverse plane also equal; and by forming the lower horizontal sections in a similar manner, or so that the cubic contents of the immersed volume on each side of the same vertical and transverse plane, and the moments of the same immersed volumes from the same plane, shall likewise be equal, the one respectively to the other.

A vessel from so indisputably beautiful form, the patentee states, may thus be constructed; and the following weighty considerations are adduced in support of his improvement.

As the propelling force of the wind on the sails, always depresses the fore end of a ship when it impels her onward;—just as it depresses the leeside when the wind acts obliquely;—it appears contrary to the obvious dictates of reason and science, that ships should have, as they commonly have, more stability at the fore end than at the after end.

By making the stability equal at both ends of the ship, the pitching would be reduced to the least possible degree;—the propelling power would produce greater speed;—the decks or gun platforms would be kept more nearly in horizontal positions;—and the discomfort and dangers and expense of 'weak end fear,' in rough weather, would be greatly diminished.

The claims of the patentee, are,

1st—The right to apply a screw propeller and a rudder, conjointly in the positions described in the drawing.

2dly—The right to apply such a rudder to a vessel of any sort; and

3dly—The right to make vessels of the form above described, so that the longitudinal stability of the force may be practically equal to that of the after end.

SIMPSON'S PATENT SUBMERGED PROPELLOR.—On Monday afternoon an experimental steam trip of a highly interesting and satisfactory character was made in a small steamboat, the *Albion*, of 20-horse power, to test the working of a new method of propelling steam boats, the invention of Mr. Simpson. About 2 o'clock the *Janus* a Government steam vessel, fitted with the engines and tubular boilers of the Earl of Dundonald, left Deptford dock yard with the noble Earl on board, on a short voyage down the river, to try the effect of certain alterations and repairs in the vessel's machinery, and by his Lordship's invitation the *Albion* kept company with the *Janus* on the excursion. A speed of eight knots an hour was attained with the *Janus*, but the increasing fog rendered it unadvisable to proceed farther than Woolwich dock-yard, and the *Janus* was left there, the Earl of Dundonald (who was accompanied by Sir J. Gill, Captain Superintendent of Deptford Dockyard, Captain Smithett of the *Garland* steam-vessel, Mr. W. R. O'Byrne, &c., expressing a wish to return to town, in Mr. Simpson's boat, in order the better to observe the operation of the patentee's new method of propulsion. The party on board the *Albion* included (in addition to the foregoing) Mr. Simpson, the patentee; Mr. R. H. Horne, Mr. Sill, Mr. R. T. Shore, and other scientific gentlemen; and the return voyage from Woolwich to Deptford was accomplished at an average speed from 10 to 12 knots an hour. The new propellors consist of wheels acting horizontally or vertically, in a case entirely underneath the water. Those used in the *Albion* are constructed with four plain leaves or floats, fixed on a vertical shaft, surrounded by the case. The case is a concentric circle, rendered eccentric by its position with relation to the wheel, which it exceeds in size sufficiency to give effect to the centrifugal action of the water. The three problems, of the most effective method of supply, the delivery, and above all the best direction of the course of the vessel, appear to have been solved with great ingenuity by the patentee. The principle of the invention may, indeed, be more briefly be stated to consist in the employment of a column of water in a vertical line with that of the vessels motion, which column acts against the water outside the vessel. The patentee's theory is, that as the wings of a bird act upon the air, which is beaten back as the bird flies onward, so these two submerged columns act as powerful water wings, beating back the denser mass of water with invisible but irresistible force. Nothing assuredly can be more beautiful than the noiseless and mysterious motion of Mr. Simpson's boat. There is an entire absence of all surface swell, and the vessel steals rapidly through the water as if propelled by some magical and invisible agency. The Earl of Dundonald was pleased to express a high opinion of the value of the invention, more particularly in propelling boats upon canals and narrow rivers, and his Lordship farther expressed a wish to see the new submerged propellor adapted to his own new tubular engines and boilers. We ought to mention that, by a beautiful contrivance, the case is constructed to change its position on the wheel being reversed, when it assumes the same form as for going a-head, and the wheel and case perform the same office as before, with the greatest precision. The diameter of the submerged propellor wheels of the *Albion* is only 21 inches, and the wheels necessary to be used in a boat of 300 tons or 400 tons burden would not exceed 30 inches in diameter. This is one of the most extraordinary features of the invention, the diameter of the paddle-wheels employed in steamboats of similar tonnage being now nearly as many feet. The invention is one which cannot fail to attract the attention of the scientific world, and the general opinion on Monday was that the uninterrupted course of experiments [illegible] the patentee with indefatigable perseverance had at length perfected the invention, and left nothing [illegible] to ensure its success.

A LEGEND OF THE STRAITS OF DOVER.—The following explanation of the straits of Dover is found in a Friestic saga:—Once upon a time, a Queen of England, the land to the west of the north sea, and a King of Denmark, the land to the east of the north sea, loved each other, and plighted troth; but, as it happened, the king proved faithless, and left the poor queen to wear the willow. England was then joined to the continent by a chain of hills called Honeden; and the queen, desiring to wreak vengeance on her false wooer and his subjects, summoned her people around her, and setting them to work for seven years in digging away those hills, at the end of seventh year the waves pushed furiously through the channel that had been dug, and swept along the coast of Friesland and Jutland, drowning and carrying away 100,000 persons. To this very hour the Jutland shores yearly tremble before the fatal vengeance of the slighted queen. The Frieslanders are so wedded to this marvellous geological myth, that they insist upon its historical foundation. In some version 700, in others 7,000, in others again even 700,000 men are said to have been employed in this gigantic undertaking.

SKETCHES FROM THE NOTE-BOOK OF A SURGEON.

(Concluded.)

Something occurred to prevent me calling next day; but, on the next day after I waited upon my unhappy patient. The bed was empty. I looked round, and saw no one in the apartment. I was at a loss, and dreaded some additional misfortune had befallen Mrs G——, who came out of the small room in which her husband was confined cautiously up to me, and whispered to me not to be alarmed, adding, with the determination to convince me, but that he was in a calmer state. "Come here," she added, retreating softly to the workshop, I followed her; and, at her desire, directed my eye through a small opening by the side of the door, which was partially open. A most extraordinary sight was exhibited to me. Two apprentices were sitting on a bench, working fiercely at the mouldings, and holding their heads as if thought, to prevent their cruel laughter from being seen by the unfortunate master, who was sitting the cause of their illtimed merriment. At a little distance [illegible] with his back turned to the window, was the emaciated patient, busy working away at his vocation, but that a dreadful sight. "Why, Mrs G——, is my cat, so she said, [illegible] He has gotten a wasful fancy [illegible] o'clock this morning. He can come to [illegible] see you, but he apprentices are [illegible] and holding down their heads, to conceal their merriment!"

I was too much occupied studying the [illegible] of the invalid [illegible] to the state [illegible] his wife. He was standing in such a situation that no one could get behind him. There was a deep melancholy over his countenance, which was grotesquely relieved by the peculiar light of his grey twinkling eye, as he lifted it at times from the piece of cloth he was busy with, and threw it fearfully in the direction of the apprentices, as if he watched their motions. It was clear that he laboured under an apprehension that some effort would be made to get him to sit, and that he was *madness* determined that he would not be broken and immolated in that way—from all which I was satisfied that his wife, or some other person, had been already that day making some attempt upon him to get him to sit down, and thus roused him to the state in which I now saw him. He looked as if he felt the truth of the mere *sensuum tetra fides*. He had faith in none, and was on the quick watch to guard and save himself. The sight was undoubtedly an interesting one, in more respects than as a scientific study of one strange phase of human nature; but the only feature, that surprised me was, that the patient was working with so much ardour—because lethargy, with a total prostration of spirit, is the prevailing symptom of the disease. I could only account for the anomaly, by supposing that the old excitement of a joyful morning had, for a time, overcome the depressing energies of his complaint. I had mentioned some process to be applied when he got out of bed; but he was now evidently too much on the quick alert from his alarm, for its application at that time—his stolen proximity to the wall excluding all hope of getting behind him; and I augured, hence, some relief from his application to business. I therefore told Mrs. G——, that it would be improper to rouse his fears farther by any unnecessary attempt at dislodging from his addled brain, his false belief, and that I would call next day, when his confidence in those around him might, to some extent, be restored.

On my calling next day at the same hour, Mrs. G—— informed me that he had continued working on his feet for the greater part of the preceding day—turning himself fearfully round when he required to move, so as to keep the supposed brute behind him out of the reach of all danger; when he [illegible] to bed, he had [illegible] himself on his face; and [illegible] unconsciously, in a standing position, as when I saw him last. [illegible] the opening, and satisfied [illegible] I received was correct. [illegible] the extraordinary features [illegible] expression, cadaverous face, and [illegible] the patient, and the same mass murderers, who would laugh if they saw me cracked in a thousand pieces. They goad on my terrors, as they take every opportunity to pass behind me and pelt me. Better be chained to a cage like a polecat among stones, than exposed to this horrible state of eternal apprehension."

"You nourish vain fears," replied I. "Why not go to sit and compose yourself?"

"Ha, ha!" he cried, with a shrill, sardonic movement of the lungs—"sit on a grass globe! ha! ha!—all enemies (pointing to murderers) within a not two hours yet—first let them place a chair for me, and one of those unhappy fellows named me, with a meaning smile, offering to take my place on the board, while the others were urging for the crash. I'll swear a lawsuit against you all—every mother's son of you.

"You may at least try to sit," said I, calmly rising from the chair—a movement that acted upon him like magnetism—making him stare wildly on the chair he held in his hand, recoil still further back, and scream again, loud and shrill.

I made a step towards him, which caused his fears still higher; for he was clearly possessed with the idea I was to force him to sit, or to press him against the wall, and thus shatter him to pieces. The one mode of destruction was just as fearful as the other; and, as I took another step nearer him, he raised a yell that made the whole house ring; and, changing his position, with his back still to the wall, he gaded awhile aside, and seemed, by the furtive glance of his terror stricken eye, to wish to make for the door—which, however, was guarded by his wife. By this time, the two young men had started to their feet, so that he was surrounded by foes on every side; and, as the utter desperation of his case thus seemed to increase, he became more and more terrified—repeating his screams at shorter intervals, and placing himself, with a position which, in his excited state, had a strange appearance, closer and closer to the wall. The sight was a grievous one to his wife, and far from an agreeable one to myself; but the apprentices—probably from a spirit of retaliation roused by a memory of former inflictions—enjoyed it with cruel delight. Having thus far traced his terror, I thought it prudent not to stop short in an operation which, at whatever time performed, must necessarily be attended with all the pain he now suffered, and throwing out a signal to one of the young men to stand by the chair, and to the other to come to my side, I made boldly towards him; and, notwithstanding of his heart-rending screams and looks for pity, seized him by one arm, while the other was willingly laid hold of by my assistant.

At this period of the operation, I was rather importunately addressed by Mrs G—— whose feelings—for she was an irritable creature, and desperately fond of her husband—overcame her.

"For heaven's sake let him alone," she cried. "The neighbours will think we are in reality murdering him. His screams go in my heart; and I cannot stand the sight of his agony. [illegible] my professional duty." I [illegible] the legs. The [illegible] deep-toned [illegible] to overcome by strong remedies. I think I will cure him; and, if you stop us in the operation, the consequence will be entirely attributable to yourself."

I spoke at this length with the view, purposely, of keeping the patient for some time to the high state of terror to which he was roused; because I was satisfied that, in proportion to the height of his apprehension, was the chance of benefit to result from my expedient for curing him. The woman saw the affair in its proper light; and, though still greatly moved by his screams and pitiful looks, she forbore further entreaty or interference. The apprentices, meanwhile, were all alive and ready for action, expressing by their eloquent looks, which I could not repress, their pleasure in thus having an opportunity—such is human nature—of repaying their taskmaster for his severity, as well as of witnessing one of the most curious operations they had ever heard of. All this time, the patient continued his screams—having, at intervals, recourse to exclamatory expostulation.

"Cruel fiends," he cried, "will you dash me to pieces? Will nothing less serve you than to see a poor harmless being, who never injured one of you, reduced to atoms? And you too, hard hearted wretch, whose duty it is to protect me, stand there a witness of my destruction? Unheard of misery to have the tenement of an immortal soul reduced to particles no bigger than a farthing."

We proceeded to drag him forwards in spite of a resistance strengthened by the energy of terror and despair; and, heedless of his cries of "save me, save me!—death, death in any form but being dashed to shivers!" Having brought him to the chair, the back of which was held firmly by the other apprentice, we turned him round so as to make the bottom of it (composed of hard wood) as a mark as our eyes could judge. He was now, as he thought on the brink of this experimental [illegible] I was assured that the mere sight would have the effect on him, which I have noticed in criminals at the moment when the fatal drop is to fall, and, by inducing a fit of syncope, destroy all our labours. It was, however, otherwise, though I never saw a patient on the eve of undergoing the amputation of a limb, in such a condition of terror and agony.—We were forced to disregard all this; and, having made my assistant understand that it was expedient to tie him, for his own good, we raised him [illegible] strength, and let him down on the chair—or the chair, with a crash. A louder scream than he had yet uttered, announced his fancied death blow.

"I am murdered!" he said, when "now I be executed, with a gag," while his hands were busy groping about, to feel the pieces of [illegible] which must necessarily [illegible]

POOR COPY
MUTILATED ISSUE