salvation. Again, we are now founding in different parts of the world great empires. In New Zealand, and other parts of the world we are laying the foundation of new societies; and the future character and moral tendency of those societies which may spring up into great kingdoms may be, and no doubt will be, determined by the basis of moral and religious instruction upon which we now establish them. If, at their first institution, there be no pains taken to instil into their minds the principles of true religion, in place of becoming great and valuable kingdoms the inhabitants may become pests to all around them, corrupting all within their reach: but if, in laying the foundation of their future empire, we shall sow the truth of real religion, hereafter this land may claim for itself the proud and high distinction of having propagated the knowledge and word of God, and of having laid the foundation, not only of great, but moral kingdoms (hear). Upon all these grounds there is sufficient for believing that new exertions are required upon the part of the parent society, and that the society is fully justified in making new demands upon our liberality. I cannot conclude these observations without expressing my most cordial satisfaction that this meeting is not composed exclusively of any one denomination of Christians. I do most cordially rejoice that all those connected by this bond of unity and adherence, in the comprehensive sense, to the Protestant faith, I do rejoice, I say, that we are met here, forgetting mere differences, and aiding in this common object. We make no compromise by meeting for this purpose. I would not meet to-day if I thought I was making a compromise of my religious opinions. I avow that I am most decidedly in favour of the Established Church; I am in favour of that form of Christianity established in this country; I give a decided preference to its forms, to its doctrines, and to its episcopal order, and I make no sacrifice of my principles by cordially uniting with others who differ with me upon these points, but concur with me in that high principle that the Bible contains the word of God. That principle has been so powerfully described by one of the ablest men, that I cannot do better than repeat his own words.—By the religion of Protestants (says Chillingworth) I do not understand the doctrine of Luther or Calvin, or Melancthon, nor the confessions of Augsburgh or Geneva, nor the catechism of Heidleberg, nor the articles of the Church of England; no, nor the harmony of Protestant Confessions; but that wherein they all agree, and which they all subscribe with a greater harmony, as a perfect rule of their faith and actions —that is the Bible—the Bible; I say the Bible alone is the religion of Protestants." Retaining, then, my opinion in favour of the Established Church of this country, but fully concurring in the principles laid down by that writer, I have great pleasure in co-operating with those who differ with me in points of Church-government, but I have still greater pleasure in co-operating with them spreading the knowledge of that word from which we all draw our common faith. I think it is of the greatest importance that we should so co-operate. I cannot see anything more calculated to destroy the effect of our foreign missions than, instead of exhibiting union amongst the missionaries, they should exhibit dissension amongst themselves upon subordinate points. I see, in a most interesting account given by one of the missionaries in China, that such is his opinion drawn from his experience of what was taking place in that country. He says—"I dwell more especially on this point, because the very first objection I ever heard a heathen make to the Christian religion was drawn from the apparent division of Christians. I was once in a missionary hospital in Canton, presided over by a friend well known in this country, the Rev. Dr. Parker. I was sitting in conversation with a Parsee—one of that numerous class of the natives of India who are attracted by commerce to Canton, and who, with their knowledge of English, have imbibed a considerable knowledge of infidelity, and possess the works of Tom Paine and similar authors. This man was looking on the various cases of surgical operations. We had been talking on several previous occasions on the claims of the Christian religion to his behalf; and as we looked around on that little assemblage of afflicted Chinese, and saw a number of poor little infants writhing with pain and pressed to the bosoms of weeping anxious mothers, I asked him how he could look on that spectacle of infants suffering and reconcile the fact of suffering at so early an age, before the consciousness of good and evil—how he could reconcile such a fact of the existance of a Supreme Being—a Supreme Creator of the universe, with infinite attributes of love and mercy, except on the hypothesis that sin had found an entrance into the world and converted the original blessing into a curse. He replied not to this argument but he said 'How comes it to pass that Christians are so divided?' I endeavoured to show him that he was mistaken as to the extent and character of this division, and though unhappily men did differ from each other, yet, at least in China, there was a grand spiritual unity, a true harmony of love, of faith, of practice, which characterised all the disciples of Jesus Christ; that though in external circumstantial rites and ceremonies of Christianity we might differ, yet we all agree in the substantial vital doctrines of religion and the way to salvation; that we all agree as to the Word of God being the only depository of revealed truth; and I pointed to our friend Dr. Parker, and reminded him that he was not only of a different church, but of a different nation to myself, yet, that though previously unknown to each other, on my arrival at Canton he recieved me and my brother missionary with all the kindness of fraternal affection, though we were previously strangers. And I happily had in my power to tell him another fact in proof of my statement. I told him of the origin, the rise and progress of the Bible Society. I told him that so united were the Christians in my native land in making the Word of God the only standard, the only appeal in support of Christian truth, that they had laid aside their differences, and met on one common platform, for the great and noble object of circulating throughout the whole world these Holy Scriptures which are able to make wise unto salvation. And I afterwards sent to him a copy of a Bible from a stock which I took with me from England, from the depository of this society, and I requested him to remember that I presented to him that Bible not only as a memorial of my own individual interest in his eternal welfare but also as a monument of the unity of British Christians."

That is a decisive proof that we are more likely to assist in disseminating Divine truth by forgetting our differences and uniting in that object common to all of us, than if we make separate exertions, and thereby diminish our means of success, by insisting upon these differences between us. I have another cause of congratulation. I cannot help thinking that having entered upon this great object, having united in taking our stand against infidelity, and, having assisted in disseminating religion in foreign countries—I cannot, I say, help thinking our condition must be materially improved (hear hear). I admire those who steadfastly adhere to their own faith, and it may be, vehemently and conscientiously vindicate what they conscientiously believe to be true, still it is almost impossible that in this controversy some asperity must not result. I think, however, that those asperities are more likely to be softened by having been united for such an object as that which has this day convened us together. I cannot help thinking that that charity dwelt upon in that beautiful prayer we heard offered up here to-day will exercise its salutary influence over us after we have closed the proceedings of this day. Let us then, retain our own opinions in favour of our religion, but let us co-operate in this great object, and, having done that, let us leave this room and close the proceedings of this day, forgetting as far as we can the differences between us, but studying as far as we can to prevent those differences from operating against each other, in our intercourse through life (hear hear) I shall not detain you any longer from hearing that report, which I am sure will be most gratifying, and shall, therefore, call upon the view to read the report.

ROYAL MUNIFICENCE.—Her Majesty having been informed that John Mullens, of Inverness, or as he is generally called, "the Highland Historian," who is one hundred years and eight months old, was in indigent circumstances, she was graciously pleased to direct a cheque for £10 to be forwarded to the centenarian.

LATEST ENGLISH NEWS.

SHOCKING ACCIDENT ON THE MANCHESTER AND LEEDS RAILWAY.

On Thursday, a most distressing accident occurred, on the line, near the Sowerby Bridge station, about two miles on this side of North Dean station, by which two gentlemen lost their lives; one Mr. Weston, surveyor general of customs, London, and the other Mr. Gillard, assistant inspector of the telegraph operations on the line. The following are the particulars that have reached us:—The usual express train left Manchester at one o'clock on Thursday, and when it had arrived within two miles of Sowerby bridge station, it is supposed one of the rails broke and threw the hind carriage off the line, the marks of the wheels being traced from that point, and the line having been examined that morning, when the fracture not having been perceived it is natural to conclude that it was occasioned by the front part of the train. It was what is termed a *coupe* carriage, having a first-class compartment at each end and second class in the centre. It was not discovered that this carriage was off the line until the train had got through the tunnell at Sowerby-bridge, when it is usual for the guard to look if all is right. On the discovery being made both guards applied the breaks and the engine was reversed; but the carriage struck the platform on the down side of the line, and after passing it the wheels of the carriage slipped into the ash-pit and were detached by the collision, the train proceeding about 200 yards further before it stopped dragging after it the body of the carriage. We may here state that there were in the front compartment of the carriage the two gentlemen above named, and Mr. Moon, secretary to Mr. Weston; two ed. and Mr. Moon, secretary to Mr. Weston; two gentlemen in the hind compartment, Captain Ellis, gentlemen in the hind compartment, Captain Ellis, and his secretary; and it is believed there was one passenger in the second-class compartment. On the stoppage of the train the two gentlemen in the hind compartment and the one in the second class were got out of the shattered carriage uninjured.—Their escape was certainly most providential and is mainly attributable to the fact of their holding to the carriage, instead of attempting to get out. The other three individuals, who were in the front *coupe* were found lying together about 100 yards from the spot where the train stopped. Mr. Weston had sustained numberless bodily injuries, and one of his feet was completely severed. He was with as much speed as possible conveyed to the Royal Hotel, Sowerby Bridge, where he expired at eight o'clock yesterday morning. Mr. Gillard was only conveyed to the hotel. His body was most dreadfully mutilated, and one of his feet, together with his shoe, was found fast in a point of the rails, some distance from where the unfortunate gentlemen were found. His other foot was also found in another place. It is supposed that the injuries sustained by Mr. Gillard and Mr. Weston, which have terminated so fatally, were mainly owing to their attempts to get out of the carriage, and that had they held to something on the inside, they would to all probability have escaped, as the other gentlemen in the same carriage did. Mr. Moon, who was in the compartment with them, escaped with but trifling injury.

As soon as possible after the catastrophe information was conveyed to Manchester, and two of the directors, accompanied by Mr. Huton, the secretary, and Mr. Eckersley, treasurer, immediately proceeded to the spot. In the mean time a new rail had been substituted for the old one. The melancholy intelligence was conveyed by means of express and the electric telegraph to the friends of Mr. Weston at London, and to those of Mr. Gillard The latter gentleman was on his way to Normanton station to perform his duties in connection with the electric telegraph. He had been in the service of the Electric Telegraph Company four or five months, and came to this town from Wakefield. It is stated that he has left a wife and one child to deplore his loss.

After the necessary delay occasioned by the accident, the train proceeded, taking with it the gentlemen who were in the hind compartment and so narrowly escaped. They went on to Scotland, and therefore could not have received any serious injury. The passengers in the other carriage experienced a shock when the collision at the ash-pit took place, but nothing further.

PRIVILEGES OF PARLIAMENT.—A very important case came before Mr. Justice Williams, at Judges Chambers, on Tuesday. It was an application on behalf of Mr. T. S. Duncombe, Member for Finsbury, that he should be relieved from the custody of the Sheriff of Yorkshire, on the ground that, as a Member of the House of Commons, he is privileged from arrest. It appears that whilst on a visit to his father, on the 2d Sept., at Capgrove, in the West Ridiug, he was arrested for £3,400. After a long argument, in which counsel for the plantiff contended that a member of the House of Commons had no privilege from arrest, except for a reasonable time to allow him to come to parliament, Mr. Justice Williams pronounced judgement observing that the defendant was entitled to take a forty days journey to come to parliament. In any case he would have been reluctant to disturb the *dictum* of so great an authority as Judge Blackstone, who stated 40 days as the period, and, therefore, he must order the defendant to be discharged. An order for the defendant's discharge was given accordingly, his attorney consenting that no action should follow for false imprisonment.

SALE OF THE COPYRIGHT OF THE POSTHUMOUS WORKS OF DR. CHALMERS.—The religious public will be surprised and gratified to learn that the late Dr. Chalmers has left a large quantity of unpublished manuscripts, among which is a Commentary on the Scriptures as far as the book of Jeremiah. Among the manuscripts fully written out, and in a fit state for publication, are also the series of lectures which he as Professor of Divinity in the University of Edinburgh, addressed to the students whose theological education was committed to his care. These lectures are understood to be singularly original and brilliant. There have likewise been found among the correspondence which Dr. Chalmers carried on with all the distinguished men of the present century, a number of letters of a deeply interesting nature, sufficient to make, with a memoir of himself, four large octave volumes. The whole of the reverend gentleman's manuscripts have been bought by Mr. Thomas Constable, brother in law of Mr. Cowan, the new member for Edinburgh, and son of Mr. Constable, the friend of Sir Walter Scott, and publisher of all his work. Mr. Constable has given the enormous sum of £10,000 for Dr. Chalmers manuscripts—a sum, we believe, much greater than was ever before given for the posthumous works of an author. The largest amount ever given, under similar circumstances, was £4,500 which Mr. Murray gave to the son of Mr Wilberforce for his "Life and Correspondence."—*Observer.*

LAZY LABOURERS.—It is stated that a contractor on some public work near Limerick a few days since proposed to engage 20 labourers, preparatory to affording labour to about 200. The labourers were offered 1s. per day, the harvest wages in the district being 8d to 10d.—This was refused; nothing less than 1s. 8d would be taken, and a full number should be immediately engaged. Of course the contractor would not submit to this arrangement, and the Catholic priest of the district, after soundly rating the idlers, ended by refusing rations to the families of every rescusant who happened to be on the relief lists.

It is rumoured that a company is to be formed for purchasing the *Great Britain*, and placing her on the Liverpool and New Orleans trade. She still remains on the gridiron in the the Prince's Basin.—*Liverpool Albion.*

FOOD CHEAPER THAN MANURE.—Within the last few days Indian meal has been sold at 12s 6d. a barrel, or about £7 per ton. The present price for a ton of guano is £8.—*Belfast News Letter.*

There are in the new House of Commons 24 eldest sons of Peers, 7 heirs presumptive, 35 younger sons, 19 grandsons, 45 brothers, and altogether 266 persons connected with the peerage.

A patent cotton envelope has just been brought out, the writing on which cannot be erased, while if it gets wet it can be read easily. It is likely to be used for foreign despatches, for maps, and in lieu of parchment generally.

CURIOUS RESURRECTION.—A person named Piffady died lately in St. Martin-du-Mont, (Ain,) aged 91, whose early life, was marked by a curious circumstance.—When about 30 years of age, and in the army, he was taken ill at Lille, and to all appearance, expired in the hospital of that town. He was taken to the burial ground in the usual way, and was on point of being consigned to the grave, when the volley fired by his comrades over his coffin roused him all at once from his lethargy, and caused him to strike against the wood loud enough to attract notice. The lid was raised at once, and Piffady stood forth on the burial ground, before the eyes of his astonished comrades. What was also curious, he found himself cured of his illness, by the sudden shock his system had received.

DEATH OF TWO TRAVELLERS IN GLENCOE.—It appears by a letter addressed to the Lord Mayor of London, by the Sheriff of Invernesshire, that the bodies of two gentlemen were found dead between Glencoe and Fortwilliam, on the morning of the 2d inst. Their names are Mr. Stericker, of Fenchurch-street, London; and Mr. H. Whitburn, brewer, of Essex, Surrey. They had been on a pleasure excursion in the Highlands, and it is supposed perished from cold and exhaustion, during the severe storm of the previous night. Mr. Stericker had written home on the 31st of August, to inform his friends that he felt perfect happiness in the enjoyment of the most romantic country in the world.

The use of the cat has been abolished among the garrison at Fort Clarence, where a few months ago, it was in use almost every morning. Bad characters are now drummed out, after being punished by solitary confinement.

Two servant girls were lately committed to the lock-ups at Edinburgh for having beaten carpets in the street at a wrong hour, and a boy twelve years of age, was also committed for having played at marbles, "to the annoyance of the public."

At Leeds, last week, the Independent and Baptist Societies of that town assembled for the purpose of public thanksgiving to God for the rich and abundant harvest, and on the same evening a similar service took place at Benton Park chapel, Rawden.

CANTEENS.—The Government are about to make important changes in the system of letting canteens. At present contractors are declared for three years, government giving the preference to those tenders which offer the highest figure for the supplying the troops in barracks with "swipes," groceries, &c. For this privilege it is no uncommon thing for a contractor to pay 14d. or 15d. per man, per month for every soldier in barracks.—On the first of every month a return is made of the number of men in quarters, and no matter what removals take place during that month that number the canteen keeper must pay for. Complaints of late of late have been made of the injurious effects of these canteens, in supplying porter and spirits to the men, and the demoralising tendency to the habits of soldiers by such sales. Besides it would appear from the system of canteen letting a species of gambling—on the part of the Canteen-keeper—that the soldiers are more or less imposed on. To remedy this state of things the Government have at length determined to exclude the sale of all intoxicating drinks from canteens, and confine the tenants to the sale of groceries, bread, cheese, &c. in future. If soldiers desire drink they will have to get it outside the barracks, and not as at present in their own quarters. The Cork canteen is rated to over £600 per annum, and is liable not only to poor rate but also to city rate—the rating being "canteen privilege."—*Constitution.*

PROFITABLE DAIRY.—Mr. W. Smith, of Ellel, sold to Mr. Livesey, of Preston, a few days ago, 38 cheese, the produce of 13 cows in 38 days. The weight was 143 cwt., and the price 62s per cwt., giving a total of £42 12s. 6d.—*Lancaster Guardian.*

CONCERT OF HAND-BELL RINGERS.—On Monday evening the company of hand-bell ringers, whose admirable performances have equally elicited the approbation of the most distinguished and the most indiscriminate audiences both in their own and other counties, gave a concert in the large room of the Town Hall, Oldham. A large number of the principle families of the town and neighbourhood occupied the front seats, and every part of the hall was well filled. Altho' the performers, elated with the success they had acquired under the name of the Swiss Bell Ringers, continued to make use of that title, and appeared in costumes appropriate to their assumed character, they were recognised by large numbers of the audience as natives and former inhabitants of Oldham, whose feats on the hand-bells, commenced in a comparatively humble manner during their leisure hours when freed for the day from factory labour, had ultimately become so extraordinary as to render them celebrated in distant countries for their proficiency in this peculiar department of music. During their recent passage from America, in the steam-packet *Britannia*, they received a handsome testimonial to their merits from the passengers, amongst whom were several consuls, military officers, and other individuals of rank. The notices they have unsolicitedly obtained in this country, as well as in various parts of America, in the highest quarters, are of the most gratifying description. The performances on Monday evening passed off in their usually successful manner; and during their continuance Miss G. Smithson, from the the Princess Theatre, London, sung at intervals with considerable effect.

Manchester Paper.

DEATH OF A VETERAN.—There died on the 8th of June last, in his native village of Cumnock, an old pensioner named John Mitchell, by trade a shoemaker, aged 78, who was the last survivor of an independent company of volunteers who were raised in Cumnock, by the Earl of Dumfries, grandfather to the present Marquis of Bute, and who were subsequently draughted into the 74th Regiment of Foot, and sent to the war in India, in the year 1789. He was present in all the campaigns, battles, and sieges in which the gallent 74th were engaged—in the first expedition against Tippoo Saib, at Seringapatam, under Lord Cornwallis; at the taking of Bangalore, Hyderabad, Travencore, Trincomalee, and Pondicherry; in the second expedition against Tippoo, and in the storming of Seringapatam under Sir David Baird, and last, tho' not least, at the memorable battle of Assaye, under Colonel Wellesley, now his Grace the Duke of Wellington, where th British troops had to stand, as at Waterloo, for a long time on the defensive, in the face of a greatly superior force, both in numbers and artillery, till the enemy, tired with mowing down the British lines with their great guns, charged them *en masse*, thinking to gain an easy victory; when, strange to relate, our shattered troops, true to their colours and to their country, not only repulsed them at the point of the bayonet, but actually drove them through their own line of cannon, and completely defeated them with immense loss. It was there, in the heat of action, that John Mitchell lost his left leg by a cannon ball, and lay on the field two days before he was carried off, and his leg amputated. So dreadful had been the slaughter, that there was none to attend to the dead and the dying, while, afterwards, he was one of the only 4, out of a party of 400 who were taken to an hospital, that ever recovered of their wounds. Being then no longer of any use as a soldier, he was carried down the country in a palanquin many hundreds of miles to the coast—sent home and discharged with a pension of a shilling a day. This was in 1805.—Of the Deccan prize money, so often talked about, he never received a farthing. He was of a strong robust constitution, of an iron will and great strength, and lived to enjoy the pension which he had acquired by servitude, as well as by his wound, for forty-two years, during which period he was twice married, and has left a widow and family to mourn his loss.—*Ayr Advertiser.*

THE CHRONICLE.

SAINT JOHN, OCTOBER 16, 1847.

MEXICO AND THE UNITED STATES.—No additional information has been received from this quarter relative to the advance of the American troops.—The extortionist and grasping demands of the American Commissioner appear to have altogether stood in the way of an adjustment of their difficulties. Not content with making a most unjustifiable war of aggression upon the Mexican territory, the Americans now seek to despoil them of nearly one half of their country.—It is gratifying, however, to find that there is a large and growing party in the American Republic who view this unjust aggression in its true light, and are consequently opposed to any acquisition of territory by such means as their government have exercised towards Mexico.

AGRICULTURAL FAIR.—We yesterday visited the field in which this Exhibition was held, under the idea, (delusive as it turned out,) of seeing something worthy of the County, and the efforts of the Agricultural Society; and we regret to say that a more meagre affair we never witnessed. The stock exhibited consisted of a few Cows, certainly below mediocrity, even for this infant colony, and a few Horses of a corresponding quality. Indeed the only two things which struck us, as at all worthy of notice were some very good Lapland Turnips, and although a few in number, yet an excellent lot of Hogs; the latter of which, although the best stock exhibited, were by the Society's regulations, excluded from the FIELD. We have been a little at a loss to account for such a beggarly account of empty Pens, on such an occasion, unless, indeed it may be attributed to the smallness of the premiums, or to the Society's regulation that no one shall be a competitor unless members of the body. It is however much to be desired that the Society's usefulness should be extended, and such liberal and salutary regulations adopted as will ensure a more enlarged competition on a future occasion.

The Honorable Chief Justice Jarvis arrived in town on Wednesday evening from Prince Edward Island.

FRIENDS MUST PART.—We regret to learn that Her Majesty's steamer *Columbia* is ordered home for the purpose of being "paid off." Her stay in and about our waters, while it has been productive of some very important additions to nautical science and information, has, by the urbanity, politeness, and truly gentlemanly conduct of those gentlemen attached to the vessel, afforded a most gratifying and delightful addition to the society of this City; and when those brave supporters of British supremacy shall quit our shores, they will carry with them the esteem of all who have had the happiness of their presence in the social circle.—That their voyage may be prosperous, and their meeting of their friends in the Isles of the Brave, be happy, is the heartfelt wish of the writer of this imperfect notice of their withdrawal from among us.

REGATTA.—The Annual Regatta came off in our Harbour on Tuesday last, according to announcement. The day was cool but fine, with a bracing wind from the North West, and a large number of both boats lined the wharves on each side of the harbour, to obtain a view of the sport. The steamers *Maid of Erin* and *Saxe Gothe*, with large parties on board, together with the steam ferryboats, plyed up and down the harbour, which, added to the large number of boats and small craft which covered the surface of the water, and the strains of music echoing in the distance, added a pleasing and picturesque effect to the scene. The ship *Yeoman*, anchored off Reed's Point, was made the signal vessel, on board of which the Stewards were stationed. Shortly after 11 o'clock, the signal was made for the sailing boats to come up to the line, preparatory to starting, and when the gun was fired away they went in fine style, the *Rose* taking the lead and keeping it all the way round, beating the second boat in, the *Celeste*, about five minutes.

The next race was the six-oared Gigs—three started, the *Sand Cove*, *Belle of Portland*, and *Undaunted*; and was won by the Sand Cove in good style—this boat having performed the distance in 33 minutes and 8 seconds, which we consider good rowing.

The third race was the four-oared Gigs, by men. Only two started, the *Xyphias* and *Superior*. The former won the race with apparent ease, being considered by far the better boat for a four-oared race.

Next came the Whale Boats, and this race created more interest than any of the preceding, the boats being nearly side and side the whole distance. The *Swift* and *Dart* were the boats entered, the latter taking the race by about a length.

The Waterman's Race came next—the contest being between the *Elsie Ann* and the *Maid of Erin*, and won by the former.

Two South Sea Whale Boats started for the next race—the *Portland* and *New Brunswicker* the latter boat winning after a spirited contest.

The Boys Race came next, which was won by the *Xyphias*, beating the *Arrow* with much apparent ease. And last of all came the Gig and Punt race, which, as usual, caused much fun. The Punt was rowed by a nondescript looking personage, dressed in a red coat, with cap and feather; and was chased by a Gig and four oars—the Punt dodging its pursuer among the innumerable boats, and doubling on it like a hare on a hound, until the time allotted for the chase had expired, which concluded the sports of the day.—*New-Brunswicker.*

The Xyphias belongs to Indian Town, and took the four-oared race last season.

MUNSON PICKETT.—The Michaelmas Term of the Supreme Court opened at Fredericton on Friday, His Honor the Chief Justice and all the Puisne Judges on the Bench.—The Head Quarters says—

The Court was occupied during the day in hearing Counsel in the case of Munson Pickett, now lying in Kingston Gaol, under sentence of death for the murder of his brother, under circumstances of a most extraordinary nature. The Advocate General and W. J. Ritchie appeared for the Queen, and L. A. Wilmot, Q. C., and John H. Gray, Esq. for the prisoner. Everything which human ingenuity could suggest has been brought to bear in favor of this unhappy man, and his fate is now in the hands of the Judges. Horrible as the affair undoubtedly is, there are extenuating circumstances connected with the killing, but whether these will be sufficient to prolong the existence of the condemned prisoner, can be known only when the Judgment on the points raised at the trial shall have been pronounced by their Honors.

The Rev Mr. Stavely, Pastor of the Reformed Presbyterian Church in this City, went passenger in the ship *St. John*, on Thursday last, on a visit to his friends in Ireland. Previous to the Rev. Gentleman's departure, a very flattering address was presented by the Congregation to whom he was officiating for six years; to which an appropriate Reply was made.—*Newbrunswicker.*

A. Campbell, Esq., arrived in town on Thursday evening last, to supply the place of Alfred Smithers, Esq., as Manager of the Branch of the Bank of North America in this City. We understand that Mr. Smithers will retire from his duties on the first of January next, and remove to London, to engage in commercial business, in connection with a highly respectable firm of long standing. He will carry with him the good wishes of the inhabitants of this City, which, he has gained as well on account of the general satisfaction which he gave in the discharge of the highly responsible duties of his situation, as for his readiness to aid in the promotion of works of charity and utility during his residence in St. John.—*Courier.*

The late fatal explosion of the boilers on board the steamer *Cricket*, in the Thames, has called forth a searching enquiry into the cause; and it appears by the following extract that the accident was foretold as such an one as was likely to occur, more than six months before.—If there is any one thing that requires Government interference more than another, it is certainly that which tends to a comparative safety of human life in all situations, and nothing wants it more than the travelling by steamboats and railroads. It is not enough that Legislative interference should be made merely to ameliorate the effects of such an accident as this, but it should be used, if possible, to prevent it, and that object seems to require, and can only be prevented, if not wholly, at least partially, by a judicious limit to the pressure of steam carried in all passenger vessels.

It is not a little singular that the *Cricket* was condemned, together with the *Ant* and *Bee*, more than six months since, by Mr. Pottwine, in his work on the "Steam Engine," &c., in the following plain language:—"There are three vessels on the Thames, called the *Ant*, *Bee*, and *Cricket*—boats which profess to work with low pressure condensing engines. The public is not aware that they are working at 36lb. on the square inch. The engines are by Joyce, two of 15 horse power. The fuel consumed is only about 2 cwt. 1 quarter per hour. These are the penny boats (now halfpenny) plying from Hungerford to London bridge, and working at high pressure; they may when out of order blow up their decks and the myriads of passengers they are burthened with."—P. 58. This extract was published by an engineer six months since, and time has too fatally proved Mr. Pottwine's prediction.

Messrs. Joyce have written to say that the boilers of the *Cricket* were not their manufacture. The machinery was by Messrs. Joyce, but the boilers were made by Mr. Trotman of the Borough."

Colonial Railroads.—In addition to the Saint Andrew's Railroad, we have now the satisfaction to learn that another communication of the same kind is about to be opened in Canada between *Port Hope*, on Lake Ontario, and *Peterboro* a flourishing town thirty five miles in the interior. We have received the Report of the Engineer, Mr. Hall, which is highly favourable, and shows that the whole enterprise can be achived and put into operation for £27,000—there being on the route, which seems most judiciously selected, no rocky eminence whatever to excavate or overcome. We have also received the Reports of the Directors, signed by the President, David Smart, Esq., which we publish in this day's impression. It contains a most favourable view of the undertaking; and we learn that of the £57,000, £20,000 have already been subscribed, and the first instalment paid in. The road will open a highly fertile and flourishing country, intersected by favigable streams, which can be easily made available for opening, by an interior route, a communication with Lake Huron.—*N. Y. Albion.*

CLARENDON'S PATENT HORSE SHOE.—The following is extracted from a new Work published at Dublin by Thomas Clarendon. His method of shoeing he states to be the result of two years' experience, and from its simplicity, must in some measure supercede the old plan, if it is found to answer the purpose.—We advise some of our farriers to try it.

It appeared to the author that to effect the desired object he should make a shoe which would be as secure as the common one, and at the same time afford room for the natural action *to both sides of the foot.*

This object the author believes he has fully attained in his Patent Shoe, which he now submits to the attention of his readers, as providing all that can be desired or expected in a perfect horse shoe, and to which, he humbly conceives, the veterinary scientific world can hardly refuse the title claimed for Mr. Turner's, of "the horseman's grand desideratum." Nothing can be more simple than the means by which this result has been obtained. The elastic action being confined to the region of the heels and quarters, the whole front of the shoe offers a line of attachment of the ordinary kind: and in the six holes which are pierced in that part of the shoe, nails of the ordinary counter-sink kind are introduced, and clinched in the usual manner. The peculiarity of the invention consists in the previous made for action behind three points; and this is effected by the simple expedient of having the hinder nail-holes widened in the direction of the elastic action to about treble the size that is necessary for receiving the neck of the nail. The nails inserted in these slits or apertures, as shown in the annexed cut, the author has termed "slide nails," and their heads take hold of the shoe at each side of these apertures respectively, in counter-sinkings, where they work to and fro, with the alternate expansion and contraction of the hoof in which they are fixed, and at the same time hold the shoe tight to the foot. In this way, at every step of the animal, the natural action takes place; and although the extent through which it ranges in any case is very small, not exceeding the sixth and eighth of an inch at either side yet the beneficial effects of avoiding an interference with provisions of nature, even to that slight extent, are most striking and indubitable.

To guard against the effects of gravel or road-stuff lodging in the apertures, an opening is made in the exterior face of the shoe, as shown in the foregoing cut, through which the action of the nail (carried in and out by the motion of the hoof in which it is fixed) expels any foreign substance that may happen to be taken up.

A proof of the accommodation thus rendered to the demands of the foot is explained by the cut in the margin, which represents a new slide nail, and one that had been in use; the latter marked by wear from friction, caused by the alternative expansion and contraction of the hoof. This nail, worn at one side, has been selected as not only proving the necessity of providing for the action alluded to, but also that the action has taken place under unfavourable circumstances: for the groove in which the nail moved did not accord with the line in which the hoof expanded, thus furnishing incontestible proof that the hoof will expand, if not *absolutely* prevented by fixed nails.

All forms of shoe can be applied in this manner with equal facility: but that which the author has adopted, after many trials, being, in all respects, the most serviceable and convenient, and competent to every modification which the condition of the foot may require, is a shoe having its ground surface widely and deeply fullered or grooved, and caving inwards, as shown below, so as to give its natural prehensile action to the foot, which greatly conduces to security and steadiness on slippery surfaces. The foot surface is also represented, being both seated and concave.

The patent shoe has now had more than two year's trial, and experience has shown, in numberless instances, its perfect efficiency in restoring diseased hoofs to health, and giving vigour to the action of even the healthiest feet shod on the old system.

☞ The Park Fountain, New York, is about to be made a real ornament to that city. Around the basin there is to be a wall of white marble surmounted by an iron railing.

OPENING OF HER MAJESTY'S LETTERS.—Several letters addressed to her Majesty from Osborne House were opened on their transit to Scotland, and a strict investigation was being made to detect the inquisitorial personage who has been prying into the royal secrets. One of the persons employing by the Southampton postmaster to take the Isle of Wight mails from the steamer to the office has been suspended. He says he found a letter, addressed to her Majesty, from Osborne, open on board the steamer. How the mail bag, the pouch in it, and the letter, all come open, the lad must, it is thought, know. Of the four letters reported to have been received in Scotland which had been opened and re-sealed nothing is known at present.

COTTON FACTORY.—We have much pleasure in directing attention to an advertisement in our columns, calling a public meeting for the purpose of originating a cotton factory, to be located in this town. From the vastness of the water power afforded by the canal—the facility of erecting mills in situations to allow of Lake vessels loading directly from them—our directness of access to the food producing west, to the coal regions of Pennsylvania, and to the ocean—and equally well situated with regard to cotton, as it can be laid down here as cheap as at New York—have long convinced us that its manufacture will become the great interest of this vicinity. The attempt at Thorold is, we understand, likely to be altogether successful, and some of its manufactures will be shown at the forthcoming Provincial exhibition.—*St. Catharine's Journal.*

The editor of the New York Post has seen a splendid speaking trumpet, which is to be presented by the passegers of the French steamship Missouri, which put into Halifax, for want of coal, and in coming into that port was relieved and assisted in various ways by the British revenue schooner Darling, commanded by Captain Darby. The trumpet is of massive silver, covered with foliage and flowers, not embossed in the usual manner, but engraved, so as to make the interior smooth, and to afford an easy passage for the voice. Near the mouth, on one side, is a representation of the Missouri, the revenue schooner, and on the other side the following inscription:—"Presented to Captain Edward Darby, of the revenue schooner Daring, by the cabin passengers of the French steamship "Missouri," as an acknowledgement of the valuable services rendered by him to that vessel, in August, 1847."

Every Man his own Gas Manufacturer.—A patent has been taken out in England and one is to be secured in the United States for a new invention which on being attached to the ordinary kitchen or other fire will produce a continuous and sufficient supply of gas to any extent.—The apparatus is of such a simple construction that it can be attached as an embellishment to kitchen ranges, stoves, parlor grates, steam engine furnaces, &c.

FEMALE COURAGE.—It is seldom we see recorded a more signal failure in a case of as cool, premeditated outrage upon an unprotected female, as one described in the Goshen Democrat. It occured in Whiteley county, Indiana, on the 31st of August. A colored man, by the name of John Rosenberry, ascertaining from Mrs. Knisely, living near Columbia, that her husband was absent from home, and was not expected to return until the following day, came back to her house in the evening. His approach being discovered, and his diabolical purposes readily inferred, the door was closed and fastened, and the lone woman prepared to defend herself to the last extremity. Rosenberry reached his arm through the window, which was struck with an axe by Mrs. Knisely. He then broke open the door; Mrs. K. had taken down her husband's rifle, but in the alarm of the moment dropped it on the floor when it exploded. She then run up stairs; and as the negro attempted to clamber after her, she struck him on the side of the head with an axe, so that he was obliged to leave for his own safety. A reward of fifty dollars was offered for the wretch, and we learn that he has been taken. Such heroic conduct is worthy of the highest admiration, and should stimulate females under like circumstances, to as courageous a defence. The only regret one feels, apart from the assault itself, is, that in the excitement of the moment, Mrs. Knisely had not managed her husband's rifle to a little better advantage.

Three divisions of the St Lawrence and Atlantic Railroad, of about 50 miles extent, are in progress in the State of Maine, and this portion will probably be completed before the termination of the present year. A special meeting of the Board was held at Montreal, on the 20th ult., when it was resolved that interest at the rate of 6 per cent. be allowed upon all money that are or may be vested in shares of the capital stock.

HIGHER.—A noble motto for a young man, higher—never look down. Aim high—push high—leap high. If you cannot reach the stars you can have the satisfaction of drawing near to them. He who grands on an elevated position, is sure to catch the first rays of the glorious sun. So he who is always stepping up and reaching up, will first catch the favors of Heaven as they descend. There is no object on which we gaze, that gives us so much pleasure as the upward and continued progressing moral culture and robust virtue of enterprising young man. When the chains of sloth are broken, the vision is clear—the heart buoyant and the affections and purposes strong; higher and still higher objects will be gained, nobler purposes be achieved and a sublime elevation attained, that will fill with joy future generations, as they march off in the same glorious path.

CURIOUS TIMEPIECE.—In one of the most fashionable resorts in Paris is a cannon, loaded and primed and so placed that the focus of the burning glass falls upon the powder precisely at 12 o'clock; of course every pleasant day, the hour of noon is indicated by the firing of the cannon. On every such day, a crowd gathers round it to watch the progress of the sun-spot, and the manner in which the motion of the earth on its axis is made to fire off artillery.

ELECTRIC RAILWAY.—We learn from the Scientific American that Mr. Lilly and Dr. Colton, of Pittsburg, Pa., have invented a new method of railway propulsion, which is both novel and ingenious. The machine is a small locomotive and is placed upon a circular railway, around which it is driven by electricity. The power is applied, not to the locomotive, but to the *Track*, in a very curious manner. Two currents of electricity, negative and positive, are applied to the rails, and by them conducted to the engine. The latter is provided