

most of the prayers and read the second lesson in Malay, for the sake of our servants who attend service, and such Malays as may happen to be auditors. I am sure it would delight any Churchman's heart to hear the voices of our little ones so lately redeemed from Islamism and heathenism, joining audibly in the prayers, and making a loud treble to the Gregorian and other tones that we use for the psalms and responses. Indeed we have a very creditable choir; for my wife has managed to interest all our small congregation in it, and one night in the week they all come to practise for Sunday; they now sing in parts, and really take a pleasure in it.

We have had here for some time an interesting Dyak from a long way in the interior, he says a fortnight's journey from this. He left his tribe on account of a skin disease, "which," he says, "gave him no peace, and puts him to shame in his tribe, as the other men have all clean skins." He heard I could cure it, and came and asked me to do so; but the case is too inveterate, I fear, for Koo-soo ever to be cured. He is an intelligent fellow, and gives a most enchanting description of his country, in which, he says, there are large lakes and fine mountains, and which abound with wild cattle, deer and other game in abundance. But his account of a race of Kayans, who border upon his tribe, is very remarkable, and forms the reason for mentioning him. These people are all cannibals.

We have now with us several influential chiefs from the neighbouring rivers, and among them the head men of the Cakarran Dyakes, who have come to ask the Rajah to take them under his care, and to send an European to govern them. Their principal, Orang Kaya, is an especially interesting old man; he has always been against piracy, and wished to put it down and now that his people have agreed to give it up, he is quite happy, and seems perfectly delighted to make our acquaintance, and constantly says how pleased he is to be friends with the Rajah, and to have one heart with the white people. He is a very prepossessing looking old man, with so mild an expression, and yet gentle, loving a look, that one wonders how it could have been possible for him to take heads, which he has in his day, though now he discountenances the practice, as his conduct on a recent occasion plainly showed.

It would take little persuasion to gain Gassin over. He came to us the other morning as we were going to pray; and asked if he might come in and hear us; of course I consented, and prayed for him. "Well! I like your praying," I asked whether he would like to learn to pray as we do? "Oh, yes, if you will come to Sakarran, I will learn, and tell my people to learn." Would that I could go back with him now; but I am doubly and trebly tied to this place, by work which grows and requires my constant attention more and more, and yet nothing can be done effectually with these tribes until we can place missionaries among them.

There is a great work to be carried out in these countries; but it can only be done by a body of men and soul to their Master's service; and when they are obtained, means must be taken to carry out the whole of the Church's system and discipline, which can alone preserve order and unity and singleness of purpose among the various labourers that may be employed in the mission. The first step taken should be to concentrate our present boys and other native youths in a hospital were attached, which, with the assistance of the government, could be done at trifling expense. A practical knowledge of medicine and surgery could be imparted to them, which would be always found a most powerful auxiliary to all missionaries in these parts. I really think, if the immense opportunities this mission offers for carrying on the work of evangelization so hopefully, without personal risk to those employed, and at such comparatively small expense, were known to our faithful brethren, both lay and clerical, at home, that neither men nor means would be wanting to us. We cannot be so far behind the Romanists in zeal and energy. If the Rajah would give them leave, they would swarm here to-morrow, and already in spite of us, they have sent over Christian Chinese agents to work among our Chinese. They do not know them when I see them, but I know that they are here from the French captain of the trader who brought them over, and who is a Romanist and very intimate with the members of the Jesuit mission at Singapore; and I fear that to prevent them taking the work out of our hands, my unaided efforts will be of little avail.

To any of my brethren who may feel inclined to join this Mission I can say with truth that I do not know a more pleasant sphere of labour, the people are inquisitive, the country beautiful, and the climate delightful, and very healthy for a tropical one. You may travel through the jungle in perfect security from danger to animals; you may even sleep out in most places at night without dreading that mephitic exhalation which begets the deadly fevers of Africa and India. Even agues here are slight; and I have not seen a single fever among any of the Europeans that has not been brought on by culpable carelessness and long exposure. A consumptive man might probably die here, and undergo exertion and exposure even in those recommended to people with thoracic affections. Many a young fellow of a college, or in England, might here employ themselves usefully and actively, and at the same time be effecting their cure much more effectually than by going to Madeira or the South of Europe. I have had two cases under my own eye since I have been here; both would in all probability have died before this in England, where they were always ailing and useless, and both are now exerting themselves with pleasure.—I remain, sir, your faithful servant,  
F. T. McDUGALL.

P. S.—Our church has neither organ nor bells. Perhaps some of your readers could help us to obtain these desiderata.

June, has been issued. Surely the carpenters and labourers who stop their work for a short hour and a half in the day, or arrange their meal time accordingly, rather than present such occasion for remark among the foremen now resident amongst us, if for no higher and nobler reason. The Cathedral has now, without the slightest inconvenience arising, been opened daily to the public gratis, from nine in the morning till seven in the evening, since the 1st instant (with some disgraceful and so long complained of charge of entrance), and the number of persons who have visited the building has been from 25,000 to 30,000.

On Tuesday Lord Bishop of Exeter held his triennial visitation for the deanery of Kerrier, at Helston Church. After the prayers, the Bishop assisted by the Archdeacon, read the Communion Service, and after the sermon with clerical partook of the Holy Communion. The usual business was transacted at the Angel Inn, bef. Chancellor Martin.

CHURCH UNION.  
COUNTY OF LENNOX.  
Ashton Branch.

A meeting of the members of the United Churches of England and Ireland, was held on Friday, the 30th day of May, 51, in the church at the village of Ashton, on the 10th Concession of Goulbourn, in connexion with the Rectory of Richmond, when the Rev. John Flood, Rector, being present, opened the meeting with prayer, and being then requested to take the chair *pro tem*, he explained at great length the object of the meeting, and after some further discussion, the following resolutions were put and carried unanimously.

Resolved—1. That in the present exigency of the Church, we, the clergy of the United Church of England and Ireland in this Village, do conceive it necessary to form ourselves into a Branch Union of the Church Union of the Diocese of Toronto.

Resolved—2. That following persons be the officers of the said Branch Union for the current year:—John Sumner, Esq., Chairman; Thos. Garland, Esq., Deputy Chairman; Rev. John Flood, Chaplain; Mr. James Douglass, Secretary; Mr. N. Garland, Treasurer; Messrs. John Gore, John Roberts, Andrew Fleming, W. McFadden, and Richard Edwards, Managing Committee.

The Rev. John Flood having vacated the Chair it was taken by the Chairman of the Branch Union, when the following resolutions were put and carried:—

Resolved—1. That we fully concur in the rules of the Union, laid down for the observance of the Branch Unions, and also do agree to the declaration of members appended to the said rules.

Resolved—2. That by the Act of the Imperial Parliament passed in 1840. The Clergy Reserves were declared to be the property of all denominations of Christians in this province, for the maintenance of religion and the diffusion of Christian knowledge, according to their respective religious views.

Resolved—3. That we shall oppose to the uttermost of our power, any attempt to disturb the principle of that settlement, or the appropriation of the fund arising from those reserves, to any other than religious purposes. The several Petitions to the Queen and the different Branches of the Legislature were then read and signed.

Resolved—4. That the petitions now read be adopted.

Resolved—5. That we shall henceforth use all legitimate means to return to Parliament, Representatives who will firmly oppose the appropriation of the Temporalities of Religion to secular or other purposes.

Resolved—6. That this Association do meet on the fourth Monday of every month.

The meeting then adjourned with prayer.

(For extracts from our English Files, see 6th page.)

United States.

The mystery that has so long enveloped the Rochester Knockings has been at length cleared up, and a monstrous system of deception has been disclosed.—It appears from the revelations of one of the initiated, who was disgusted with the villany of the whole proceedings, that the rappings are produced by means of the toes, and that by carefully watching the countenances of the parties asking the question, they could generally give the right answer. The person who made these revelations is a relative to one of the operators.—*Patriot*.

The Oswego Daily Times says, that large quantities of Canadian bonded goods are coming in at Ogdensburg from Boston. Every boat has more or less of this kind of merchandise, for Toronto and Hamilton, and we learn that a number of propeller loads have been taken up the Lake from the Ogdensburg road.

The rumours of the large forgeries of Mr. Stoddart, paper manufacturer of Rochester, prove too true. The amount of the forgeries is not known, but is supposed to be between 50,000 and 100,000 dollars.

A despatch from Washington says, Government is about disposing of the Central American question by offering a joint settlement with England and France of all the Central American States. A similar proposition is to be made with reference to Hayti.

It seems that we in Canada have not had all the rain to ourselves. The United States papers are filled with accounts of destruction done to property on the Great Western rivers by the sudden rise of water. One paper states that there is scarcely a town on the Mississippi or the Missouri that is not navigable for steamboats. There have been no lives lost.

The following paragraph respecting the Navy of the United States, well deserves a passing commentary:—"An official work," thus briefly sums up the casualties among Naval Officers since the United States have had a Navy—a period of not quite 60 years. Died 994. Killed in action 52. Killed in duels 21. Killed by accidents 7. Drowned 67. Lost at sea 87. Murdered 6. Resigned 1635. Dismissed the service 402. Cashiered 51. Discharged under peace establishment 227. Discharged 106. Last appearance or unknown 545. Deserted 3. In service 1505. Total 5758.—*Montreal Courier*.

The citizens of Mackinac and of this vicinity must be gratified at the arrest of King Strang and Co., of the Beaver Islands. The self-styled prophet and the king of this community of Mormons, had been suffered to commit his depredations for a long time, and we doubt not the laws of the country he has defied and

violated for some time with impunity, will be applied with strictness. The marauding parties which have been fitted out from Strang's dominions, have extended their depredations to the Ste Marie River, and have picked up along the coast, fish, salt, nets, &c., of the fishermen, and Mr. Antony, of this place, had taken from his fishing ground, about three hundred dollars worth of fish and other property.—*Lake Superior Journal*.

The steamer North America is not going to Galway; she has been sold, and her passengers are to be transferred to the Pacific.

A despatch from New Orleans, announces the arrival of the Alabama from Chagres, with fourteen days later news from California.

From Washington we learn that a new postal arrangement has been made, which will go into operation on the first of July. It provides for the regular exchange of mails between the United States and the British Provinces of New Brunswick, Cape Breton, Nova Scotia, and Newfoundland, at the rates established with Canada.

A YANKEE SPECULATOR.—Jenny Lind was swindled out of \$6,000 on the night of her first concert, by a New York ticket speculator, who disposed of an old lot of tickets on his hand from previous concerts under Barnum's management.

Communications.

[We deem it necessary to follow the example of the London Church periodicals, and to apprise our readers that we are not responsible for the opinions of our Correspondents.—Ed. Ch.]

To the Editor of the Church.

MR. EDITOR.—It may, not unreasonably, be presumed, that some of our laity, who were present at the recent Annual Meeting of the Church Society of this Diocese, would like to be made acquainted with the resolution to have been submitted by me had an opportunity been allowed, which, however, was not afforded. I had only consented to second the first resolution, (which I was almost immediately after called on to move,) upon a distinct understanding with the Rev. the Secretary, that in acceding to his wishes, I should not interfere with my right to submit another resolution. More than once, while speaking to the first resolution, I mentioned my intention; which certainly seemed to meet with the full concurrence of the Right Rev. the Chairman of the meeting.

The second clause of the following Resolution, I, of course, purposed to omit upon finding that the matter of it formed that that was moved by Col. O'Brien, according to a promise made, by that gentleman, to some of the Western Clergy. I, however, send it in its original form, in order to shew the perfect unanimity of feeling that exists on this subject from one extremity of the Diocese of Toronto to the other.

May I beg you to insert this communication in the same number that shall contain your promised abstract of remarks, made at the meeting alluded to.

The resolution intended to be moved was this:—"That the members of the United Church of England and Ireland in the Diocese of Toronto, (which embraces the entire of that portion of the Province of Canada, known as Upper or Western Canada,) do hereby solemnly record their protest against the glaring infringement of primitive and Catholic order, which the Ministers of the Crown, have suffered to be committed in this portion of her Majesty's dominions, in the appointment and canonical action of the Bishop of Rome, who has presumed to intrude into this Diocese one of his Priests, under the title of 'THE BISHOP OF TORONTO,' and thereby to arrogate to his nominee the lawful and canonical title of his rightful Bishop the Right Rev. Father in God, Doctor John Strachan, the present venerable President of the Church Society of the Diocese aforesaid.

"The Church in this Diocese does hereby likewise record its deep sympathy with other portions of the same in her Majesty's dominions, home and colonial, that have been outraged by the uncatholic devices and doings of the Papal See."

I remain, Mr. Editor,  
Your obedient servant,  
Friday, June 20, 1851. E. DENROCHE.

To the Editor of The Church.

Toronto, 13th June, 1851.

SIR,—I will thank you to insert the within letter, which I have this moment received, in your next publication.

The object is to draw public attention to the comparative merits of the two routes from Quebec via St. Lawrence, as recommended by Major Robinson, and the other leading from the St. Lawrence to the Valley of the St. John, and thence down to the nearest point to intersect the ocean route leading from Halifax to Portland, as explored by Thomas C. Keefer, Esquire, Civil Engineer, last autumn, which promises to connect either the sea ports of Halifax, St. Andrews, or St. John, with less distance, less time, and less cost.

It may be well to observe also, that a survey has been made for this last line, from Point Levi direct to St. Andrews, which proved remarkably favourable, no grade exceeding forty feet to the mile. This line however, passed for a short distance through the State of Maine, which leads to preference of the lower route.

Your obedient servant,  
W. H. MERRITT.

Toronto, 4th June, 1851.

MY DEAR SIR.—As the question of connecting the interior with the Atlantic through our own territory, will soon come under the consideration of the Legislature, I will feel obliged for your opinion as to the probable distance from Green's Island Harbour to the point where the Quebec Road will likely pass in the rear of it, with the relative distance from this latter point to the Atlantic at St. Andrews and to Halifax by this route, and to Halifax by the St. Lawrence route; or any other information on this subject which your time will permit.

Yours truly,  
WM. HAMILTON MERRITT.  
THOMAS KEEFER, ESQ.,  
Chief Engineer Toronto and Kingston  
Railroad.

Cobourg, 12th June, 1851.

SIR,—Being much engaged in a railroad survey, I can at present give you but a brief opinion on the question of the proposed railway from Quebec to Halifax.

The survey of Major Robinson between Quebec and the head of the Petitcodiac—a point common to all

lines—is about a hundred miles longer than a route of British territory; passing through the Madawaska settlement, and terminating at the same point. This survey passes about five or six miles from the shores of the St. Lawrence at Trois Pistoles. From the point where it crosses this river to the Bend of the Petitcodiac, the distance by Major Robinson's line is only about twenty-five miles shorter than by descending the St. John to Woodstock, and thence by the route of the 'Woodstock and St. Andrew's,' and the 'European and North American lines' through St. John city to the same point. By descending the St. John direct, the distance would be about equal on the two routes.

New Brunswick, since the Portland Convention, will not support the "Eastern Shore" route surveyed by Major Robinson—because nearly all New Brunswick is upon the Bay of Fundy and the River St. John. Nor could Canada and Nova Scotia with any grace ask her to do so, for a line which accommodates their respective capitals; principal towns and settlements, and is yet completely removed from the corresponding portions of New Brunswick.

Nova Scotia is indifferent about the route through New Brunswick and Canada would be most benefited by a route which would connect the River navigation of the St. Lawrence with a winter port on the Atlantic, by the shortest route through British territory.

I think therefore, that a route leaving the St. Lawrence at Green Island or Trois Pistoles, and descending by Lake Temiscouata and the St. John, to a junction with the European or North American line, wherever the route crosses the St. Andrews and Woodstock road, or at the city of St. John, would unite the best interests of the three Provinces, and have only to contend with the "military considerations" of the Imperial Government. But it is probable that the same rule which was obtained with reference to the Beauharnois Canal may be applied here.

Green Island Harbour (opposite the mouth of the Saguenay) is the only low tide harbour upon the South shore of the St. Lawrence below Quebec. It is also just at the foot of the River navigation, any well found boat plying on the Upper St. Lawrence or the Lakes, can run down there; immediately below this point the "Gulf Navigation" commences. If Queen Island Harbour were connected by Railway with the Bay of Fundy, western produce could be sent there by this route as by Portland or Boston. The railway carriage would be about the same or a less distance, the summit to be overcome only one half, and one transshipment would be avoided, because the same vessel which discharged at Montreal might continue on to Green Island. For the supply of the interior and lumbering districts of New Brunswick it would have no competition. The summit to be overcome between the waters of the St. Lawrence and shore of the Atlantic is lower on this route than at any other point east of Lake Champlain, and is nearly 150 feet less than on Major Robinson's line at the Metapedia.

By Major Robinson's survey, a barrel of Canadian flour from Green Island would not reach a winter shipping port in less than five hundred miles, or double the distance of the St. John's route.

The route between Quebec and Green Island includes the wealthiest and most populous portion of the settlements below that city; and the whole route I have alluded to, from Quebec to the head of the Petitcodiac, passes through a settled country, the seat of an existing business, with the exception of an aggregate of about —miles, in two detached sections, between the Madawaska and the St. Lawrence.

On the route of the St. Lawrence and Woodstock road, I believe there is an unsettled tract; but if the line should strike the Bay of Fundy at St. John's, it would traverse a settled country, with good roads and agricultural capabilities, from the outlet of Lake Temiscouata to that city.

New Brunswick would probably have a longer tract through her territory by this route, than by that of Major Robinson; but she has already endorsed and aided the European and North American and the St. Andrew's and Woodstock lines—so that there only remains for her the section between Woodstock and the "disputed" boundary line—say 100 miles—and as she gets two roads, she will doubtless consent to the Imperial proposition, if extended to the St. John's route.

The St. Andrew's and Quebec line have built ten miles of their road, from the port of St. Andrew's on the western boundary of New Brunswick, northward toward Woodstock, and have the iron and locomotive on the spot. They have lately received important aid, and hope to extend to Woodstock on the St. John—eighty miles from St. Andrew's—in two years.

The European and North American line, from this road, through the St. John's to the Bend of the Petitcodiac, is surveyed, and an organization effected.—The general features of the St. John's route, its existing settlements, agricultural and mineral facilities, the markets of the New Brunswick and Maine lumber trade, its short connection of the St. Lawrence and the Atlantic, its junction with the great American lines, to Halifax, and above all, its union of the interests and influences of the three Provinces, in my judgment recommended it to serious consideration, and removed much of that air of impracticability which has undoubtedly hung around this vast prospect.

Having given my views with regard to the route most suitable to our interest—I will take the liberty of stating what I consider to be our position relatively, with respect to the proposed Halifax and Quebec Railway.

To the Lower Provinces which have no public works or public debts of importance, this Railroad is a matter of the last moment; yet, with a full appreciation of all the benefits which may accrue to us, I do not see how Canada with her Canal debt and her own six hundred miles of Trunk Railway (already taken up) can at present come into the Imperial proposition.

But if Great Britain would change the amount from seven to ten Millions Sterling, and include the whole Canada Trunk Line, she would not increase her risk by extending it over a paying section—and we could then afford to come into the proposition—and even to consent to important modifications of the route through New Brunswick.

I can see no objection to this course, because the road may as well stop at Rimouski as at Quebec or Montreal, for thus far it merely connects independent seaports; until the extension of one trunk line from those seaports into the interior is secured, the road cannot be justified or maintained. Detroit must be reached before the "through" travel from Halifax to the Northern route.

I remain, very truly, yours,  
(Signed) THOS. C. KEEFER.  
Hon. W. H. Merritt, M.P.P.,  
Toronto.