The Chronicle.

Saint John, N. B., Dec. 23, 1853.

Arrival of the "America."

(By Telegraph to the News Room.)

HALIFAX, ½ 1-2 o'clock, A. M., Thursday Dec. 22d.

The Steamer *America* arrived this morning, bringing 51 passengers, partially freighted.

The Pacific arrived at Liverpool on the 7th.

The "E. Y." put back to Liverpool—all the passengers and 4 seamen drowned.

The four mediating Powers have resumed joint action in favour of peace, and are determined to maintain the present territorial arrangment of Europe. There is not much probability of an amicable settlement of the dispute, but it is supposed the war will be prosecuted with vigor.

(By Submarine Telegraph.)—Two companies of Wallachian Millitia have deserted with important information to Omar Pacha. Their report is that the Russian army is very inefficient—from sickness and disaffection.

A small Turkish steamer was captured by a Russian ship. A Turkish frigate coming up attacked Russian, retook steamer, and as night came on both vessels drew off.

LATEST—VIENNA, Friday evening.—Bucharest advices to 5th and Kalafat to 3d. Abdi Pacha has entered Giurgevo and his army is marching on Toulis. Sir E. Lyons arrived at Constantinople 28th Nov. The Morning Post believes Austria and Prussia have so far committed themselves to views of Western Powers that in the event of collision with Russia, the German powers will at least remain completely neutral.

PARIS, Friday.—The article in the *Moniteur* made a favourable impression, and the funds rose considerably.

Turkey refuses to submit to a three months armistice demand by England. On refusal English minister had five hours audience of the Sultan, and a meeting of the Divans was summoned. Meanwhile we have more Turkish victories in Asia. The Russians after engagements have been driven back from Zohlis on Laskow. The fortresses of Saffa have been taken by assault by Selim Pacha. The Russians had attacked Abdi Pacha's camp at Bayazid, but were beaten back. Russians also failed in a last attempt to retake the fortress of St. Nicholas.

In direction of Akeita, 4th an engagement of magnitude was fought, and Russians were defeated, leaving several hundreds dead and wounded on the field.

The turks have also taken Akahalzin Pashchelic

So hard pressed are the Russians in Asia that 15,000 men have been hastily sent to their relief. A part of the Russian army has been withdrawn from one place of operation in order to form a conjunction with the army in Caucases, which is in imminent danger.

The turks hold Kalifat on North Bank, and fortifying it strongly.

The army is in superior condition, well paid and clothed.

The Russians continued to suffer badly from sickness.

6000 Circassians have assembled at Constantinople to join the Turkish army.

Russian manifesto permits neutral vessels at Brailow and Galatz, provided they hold no communication with Turkish side of river.

CATARO, 25th.—Encounters have occurred between Montenegrins and Turks, with loss of life on both sides.

VIENNA, Dec. 6.—Russian Troops in Little Wallachia have retired before Ismael Pacha.

ENGLAND.—No political news. Capt. Warner of [illegible] died suddenly.

French Minister at Vienna was instructed to demand from Austrian Government, explanation as to alleged part of Emperor of Austria in recent "fusion arrangement." Explanation satisfactory to Napoleon.

Paris unusually foggy. Cholera in suburbs.

SPAIN—Carlist movements of a warlike nature going on.

GERMANY.—Secret negociations long going on between Austria, Saxony and Bavaria, closed 30th

DENMARK.—Harvests compared with previous years excellent.

ROME.—Twetny young men arrested on charge of belonging to London secret society. Treaty between England and the Papal Ports going on favourably. Price of bread at Rome still on rise.

NAPLES.—Neapolitan army to be augmented 12,000 men.

ENGLISH MARKETS.—Cotton (Liverpool).—Principal Circulars report uniform demand during week of about 6000 bales daily, but without animation. Market closed quiet at unchanged quotations. Week's sales 39,800 bales.

Breadstuffs.—Inquiry again sprung up causing advance in Wheat of 3d. to 4d., and Flour 1s. to 1s. 6d. advance, with large business doing. Indian Corn unchanged. Western Canal Flour 35s. to 35s. 6d. Baltimore, Philadelphia, Ohio, 38s. to 38s. 6d. Sour 31s. 6d. to 33s. 2d. Baltic ports closed by ice.

Provision Markets unchanged.

Metals.—Baring Brothers quote Iron in improved demand—makers unwilling to accept orders at £8 10s. and £8 15s.

Money—Easier, and no fear now of an advance in the Bank rate—imports of Gold larger than expected, and foreign exchanges again better.

Consols closed at 95 1-2, ex dividend.

Freights.—Liverpool to United States rather quiet, with a slight decline in rates. Steerage passengers not abundant.

The *Freeman's* charge against the Surveyor General, that he pocketed ten shillings fees on every deed of public lands, is of a piece with all the imputations of that paper against the Hon. gentleman; and finding that he has gone too far, and imposed too much, upon the credulity, even of his own particular supporters, the Freeman, in his paper of Tuesday, thus clears himself of his false statements:—

The friends of Mr. Wilmot, not being able to reply to the charges preferred against him, by 'An Elector,' and unwilling that the statements should not receive what would seem to be a contradiction, pretended to find amongst the charges one that was never preferred, viz—that Mr. Wilmot received a ten shilling fee on each of the 500 deeds by which the 500 votes have been manufactured. We explained, last week, to the *Reporter* that 'An Elector' made no such charge, and now the *Reporter* says of this explanation—"the FREEMAN gives, in our opinion, a virtual contradiction to the most serious charge brought in his paper against the Surveyor General." We did not contradict any charge, but we stated that no such charge was ever made against Mr. Wilmot, who is not a conveyancer, and that the hon. conveyancer is another gentleman, whom the *Reporter*, we presume, knows very well.

In the *Chronicle* a correspondent, calling himself "another elector," who dates his letter St. Martins, and takes a great deal of trouble to write bad English, pretends to make the same mistake, and avoiding the real question makes great efforts to build his castle of cards, to show how splendidly it may be demolished. He talks of the principle involved in this taking of fees in such cases, as the practice must if it exists be sanctioned by the Executive generally: it is, he says, an attempt to revive the obsolete system of fees to public officers, and people ought to be up and doing their best to expose and root out abuses in high places, &c. &c.

All this is very clever, but it won't do. The trick of refuting charges not preferred is too stale to succeed. Nobody charged the Surveyor General with taking ten shilling fees on deeds or grants of land, and it is mere waste of time to argue as if such a charge were made. But there are charges enough really preferred against this gentleman to afford ample employment to any of his chivalrous friends who volunteer to disprove them.

The *Freeman* first acts the assassin, and then in true Jesuitical style turns round and either begs the gentleman's pardon or insists it was not him who committed the deed. Truly it is not requisite for the friends of Mr. Wilmot to reply to such charges.

CHRISTMAS DAY.—Sunday next being Christmas Day, collections will be made in the various Churches in aid of the poor; and as we have been blessed with a prosperous season, there is no doubt a corresponding liberality will be evinced towards the sick and destitute by those who have reaped largely of the general prosperity.

The "Provincial Government" have declared the Mondays following Christmas and New-Year's Days to be holidays at the public offices. They have no further control; but we presume this city generally will follow so correct an example; and as Christmas will intervene between the present and our next publication, we take this opportunity of wishing our friends all the enjoyments of the season.

FIRE.—On Saturday night, at about half-past nine o'clock, a fire broke out in a small dwelling-house in Sheffield-street, which entirely consumed the building, and did considerable damage to the adjoining house, which latter was saved by the promptness of our engine companies. The property belonged to Mr. John Hastings, and we learn was at the time unoccupied.

On Monday afternoon, while some men were at work at the ruins of the house in Sheffield-street, which was burned on Saturday night, the chimney suddenly fell, killing Moody Lovitt, the well known coloured man, instantly, and severely injuring the owner, Mr. John Hastings, who happened to be present at the time. The other men escaped unhurt. Poor Moody's head was shattered to pieces, the brain being forced out in three several places. Mr. Hastings we are informed, had his leg broken, his foot so shattered that it had to be amputated, his left arm broken and the shoulder dislocated. It is to be feared that at his advanced period of life these injuries may prove fatal. But faint hopes, we believe, are entertained of his recovery.—*Freeman.*

DESTRUCTIVE FIRE.—Shortly after 10 o'clock on Wednesday morning, a fire broke out in the two story wooden building in King-street, owned by the estate of the late Hon. Hugh Johnston, and occupied by Messrs. Forsyth & Co. as a dry goods store. The flames spread so rapidly, that before the engines arrived at the spot, they were bursting out of the roof. Being fanned by a north-west wind, the fire soon communicated to the adjoining three story building, occupied by Messrs. Everitt & Son, as a hat store, and then caught the upper part of the large wooden building occupied by Mr. J. Frost, as a shoe store. Owing to the energetic action of the Fire Companies, the fire was stopped at this building. In the hasty removal of the goods, considerable loss and damage was sustained, as well as from the water thrown into the buildings, but we understand that all the parties were insured.

Too much credit cannot be awarded to our Firemen on this occassion, who combatted the destructive element most manfully, and thus prevented its further ravages. The Military also turned out, and ably assisted in every way in their power.

A range of wooden buildings in the rear were at one time in imminent danger, and if the flames had reached them, the loss would have been much greater.

The occupants of the buildings, at this season of the year, must be much inconvenienced in being thus suddenly deprived of their places of business.—*N. Brunz.*

GRAMMAR SCHOOL.—The semi-annual Visitation and Examination of the public Grammar School in this City took place on Monday, the 19th inst.; and the several Classes were examined in the Classical and English branches, as usual. The number of Scholars is now 52, including 15 under the particular charge of Mr. Blanchard, Assistant. the Agricola of Tacitus has also been commenced. The 2nd class is reading Virgil's *Æneid*; the 3rd, Cæsar, and the 4th, Eutropius. The young Boys are in the Latin Delectus and Grammar.

At the close of the examination, the Rev. Wm. Donald, on the behalf of the Examiners, expressed much satisfaction with the manner in which the boys had acquitted themselves, and with the general correctness of their answers; and urged them to improve diligently the advantages which were secured to them by this Institution.

The usual holidays were then declared, and the School is to assemble again on Tuesday the 5th January.—*Observer.*

NEW SHIPS.—Launched on Friday, from the yard of Mr. Hillyard, the *Class Merden*, a three decker of 1,708 tons, N. M., and 1,603 O. M., built for Messers. J. D. W. Spurr & Co., Liverpool. On Saturday, from the building yard of Wm. Olive, Esq., Carleton, the *Queen of the East*, of 1,385 tons, classed for seven years; same day, from the shipyard of Mr. A. Sime, for A. McL. Seely, Esq., the *Bride of Sea*, 1,618 tons, O. M., 1344 tons, register.—*Observer.*

THE REVENUE.—We have been favoured with an abstract of the Duties collected in this Province for the year ending 1st December, 1853, in round numbers, and append it to corresponding statements for the two preceding years. As all the returns for the present year have not yet been received it is probable the amount will exceed the large sum now stated.

	1851.	1852.	1853.
Duties on Imports,	£82,284	£98,584	£128,000
Export duty on Lumber,	17,286	18,242	19,750
One per cent. Loan Duty,	7,214	7,758	11,700
Light Houses,	3,886	4,222	4,950
Sick & Disabled Seamen,	1,867	1,867	2,100
Emigrants,	987	583	450
Casual Revenue,	3,300	5,800	13,500
Supreme Court Fees,	450	371	400
	£117,363	138,220	180,850

As the Revenue this year much exceeds the estimate upon which the expenditure was based, there will no doubt be a considerable surplus, which, we hope, will be used in reducing the floating debt.—*Courier.*

PROGRESS OF BRITISH AMERICA.—The British Provinces and possessions in North America may one day become the seat of a great and powerful empire. Including the Hudson Bay Company's territories, the British possessions in North America cover a larger area than the whole United States. The aggregate superficies of the Provinces which, according to some authorities, are destined to be united by a Federal Legislature, extend to over 218,639,000 acres, distributed as follows:

Canada East,	128,659,680	160,405,219
Canada West,	31,745,539	
New Brunswick,		22,000,000
Nova Scotia, proper,	9,534,196	11,534,196
Cape Breton,	2,000,000	
Newfoundland,		23,040,000
Prince Edward,		1,360,000
Total area of B. N. A. Provinces,		218,339,415

In 1830 the population of these Provinces was 1,375,000. At the latest dates to which the census brings down the facts, it had risen to 2,662,695, distributed as follows:

Provinces.	Year.	Population.
Upper Canada,	1852,	952,239
Lower Canada,	1852,	890,216
New Brunswick,	1851,	193,800
Nova Scotia,	1851,	276,117
Prince Edward Island,	1848.	62,678
Newfoundland,	1851,	101,000
Hudson's Bay Territory,	1851,	130,000
Labrador,	1851,	5,000
		2,662,695

—*Toronto Leader.*

The Legislature of Nova Scotia is summoned to meet at Halifax on the 26th of January next, for the despatch of business.

The American mail steamer Humboldt, ashore near Halifax, has been abandoned.

UNITED STATES DEBT.—Since January last, $12,300,000 of United States stock has been redeemed by the Treasury. The total debt of that country is now $51,379,327.

Many vessels have been detained at Quebec this fall, in consequence of the early closing of the St. Lawrence, and a great scarcity of seamen. The Quebec Chronicle states that as much as thirty sovereigns per month had been offered to, and refused, by common sailors.

COMMUNICATIONS.

(FOR THE CHRONICLE.)

MR. EDITOR,—As promised last week, I now proceed to make a few remarks on the *Freeman* newspaper; and first: The traitor Mitchell, himself an Irishman, said in his late speech at Brooklyn, according to the Freeman itself, "I recognise in Catholics a profound and exhaustless fund of disaffection and hatred to the British Government." Then this nothing is more certain, and it explains a great part of the action of the paper in question. The Roman Catholic population of Ireland are, with some trifling though honourable exceptions, hostile to everything British. Mr. Mitchell, however, excepts from this hatred the labouring population of England, by which he means the radicals, who were deterred from actual rebellion a few years ago by the London shop keepers, as special constables, with sticks in their hands for sole weapons of defence. But even the English radicals will never be found to make common cause with the Roman Catholic rebels. They want a more popular franchise, but they do not rank Popery as its result.

The Irish nation is divided into two great sections: an idle and profligate gentry, the curse of Ireland, on the one hand, and an ignorant and unindustrious peasantry on the other. There is scarcely any middle class, except in some of the large towns, especially in the North. The gentry, whose name is legion, look upon industry and even economy as degrading to their dignity. The Imperial Government is obliged to choose all its agents in Ireland out of this class, who alone have any influence in that country; and they almost invariably, by their corruption, idleness, poverty and dissipation, disgrace their employers. Need I refer to the eight millions voted the other year for the relief of the destitute, not above one sixth of which ever reached its destination, but was absorbed by the way, and even that portion might not have reached the destitute, had not the Russell Ministry sent over a few Englishmen to look after the money. As a small sample of Irish agency, I recollect some time ago reading in some publication an anecdote to this effect. In Great Britain fishery officers were appointed all over the coast to inspect the cure of herrings, and to mark such as were well done, for which a small bounty was then given. In Britain, tradesmen (coopers) were, for the most part, appointed for the lower grade of duties; but when this measure was extended to Ireland, small as the salary was (£100 to £250 according to rank), the younger sons of the gentry claimed and got the appointments. One of these worthies visited the scene of his duty on his way to a fox hunt, and taking off his gloves, took up a fish between his thumb and forefinger, and affectedly said, "Ay, and this is what you call a herring, is it?" Being answered in the affirmative, he continued: "Take care, boys, that you do the thing right, and I will, by and bye, make up all the papers to get you the bounty." So saying, he washed his fingers, put on his gloves, mounted his horse, and joined his party.

Is it wonderful, under such circumstances, that the Popish clique publishing the Freeman, accustomed from infancy to such profligacy, should be unbelievers in public virtue, and that they naturally transfer to New Brunswick the gross corruption they saw at home. It will in fact take a lifetime to erase this impression of general profligacy from their minds. I do not pretend that our statesmen are even an approach to perfection. They are necessarily tainted with the inherent corruptions of our common humanity; but that they are such downright spendthrifts and corruptionists as the Freeman paints them, I altogether deny; or that they are the twentieth part as bad as the publisher's own countrymen at home. I have often looked about me to see if any better could, as a whole, be found amongst us, but in vain. But I have not at all exhausted my subject, and will next week return to it if you give me leave.

Your obedient servant,

CAYO JUNIOR.

CLIPPER SHIPS.

[illegible] after a little national alludes to the American clipper *Challenge* having been beaten by an English vessel, and having put into Fayal leaky, and lays it down as a consequence that weakness and leakage are incident to all clipper-built ships. This may be the case with American vessels of that class, but as yet our St. John built clippers have shewn no such signs of distress; in fact they are considered a much stronger, easier, and safer vessel; but it must be admitted as a theoretical principle that their heavy sparring, and continual driving, in order to make "the quickest passage yet," will always have a tendency to bring premature destruction upon clipper ships. How far long practice may accord with theory in this particular, we are of course unable to say; but it is gratifying to know that our St. John built vessels have as yet been able successfully to withstand the hardworking incident to clipper ships generally, even if American practice gives a different result. We extract from the Tribune article on clipper ships and steamers as follows:

"The Challenge put into Fayal leaky. This simple fact tells a story for the clippers, well known to all nautical men. The clippers are leaky as a class. The ships are immensely long, narrow, and sharp as a wedge. Their construction is such that they buckle and twist like a withe in heavy weather. The fact that they do so is one of the necessary conditions of their unexampled speed. A stiff vessel cannot be propelled over the uneven and varying surface of the ocean like a flexible one.—To attain the utmost degree of possible velocity, a ship must be so built as to adapt herself measurably to the uneven surface she traverses. The strain upon the clippers, owing to their great sharpness and length (the propelling power being aloft, and not under or upon deck as in the steamers) induces their rapid deterioration. It produces a weakness which increases in geometrical ratio to their years, so that it may be fairly doubted whether the average life of our best clippers is going to exceed five years. It is not long since we saw the very legible marks of premature old age upon one of the finest of these crafts, and the captain acknowledged that such results as were there apparent were the inevitable fruits of the peculiar construction of the ship. And it is a fact of well understood significance, that our clippers often land their cargoes in California in a very bad condition. The great marine underwriting interest is thus becoming sensitive in respect to this class of ships. The rate of insurance is already higher, and more difficulty is experienced in procuring it. The cargo of a new clipper is not to-day so favorite a risk in the Pacific as the cargo of an old whaler. As in regard to the general architectural characteristics of clippers, so too in respect to their immense tonnage and capacity. Some of our richest and most enterprising commercial houses steadily refuse to touch the largest of these ships, in the way of purchase, on the ground that the delay and difficulty of loading such great carriers, in most of the ports of the world, is a serious drawback upon the advantages obtained by their superior speed. A comparative slow ship that can load at once and be off, may reach her port of destination sooner than a swift one that waits long for her cargo.

These considerations all point to one result in respect to the unparalleled strides of our mercantile marine. It is that we have touched or are close upon the culminating point as regards the size and speed of our clippers. Indeed, it seems not improbable, in view of them, that the present rage for monster clipper ships will soon subside, and be followed by a general conviction in favour of ships constructed on a model, as to shape and capacity, somewhere between our old Liverpool liners, and the extreme of modern clippers. In respect of gigantic sea going steamers, however, we are not ready to confess to a backward movement. On the contrary, we are by no means sure that it will not be found that the quickest, safest, and most profitable conveyance for the transatlantic passage, is to be a steamer of 10,000 tons burden. We expect to live to see the experiment tried and the fact tested. We are ready for this, and also for the entire success of Mr. Norris's first steamer with the iron back bone. Our next trip to Europe, we are confident, will be in one or the other.

☞ The *Victory Draft* is announced to take place on Monday, the 10th January next; and the names of Freemen are to be taken by the Directors during the week commencing 2d of January.

The Lord Bishop of Nova Scotia returned to his Diocese in the last steamer from England.

The N. Y. *Tribune* of the 17th Nov., thus concludes a lengthy and interesting article, headed, "A Midnight walk in New York":

"The whole number of places where alcoholic liquors are sold in this City, is 7,103. Unlicensed, 1,222; reported disorderly, 1,058; with grocery shops, 3,780; large beer shops, 1,088; exclusively wholesale, 183. Of the taverns for travellers there are only 336. First Ward, 452 drinking shops; Second 160; Third, 309; Fourth, 510; Fifth, 285; Sixth, 733; Seventh, 350; Eighth, 325; Ninth, 268; Tenth, 238; Eleventh, 564; Twelfth, 116; Thirteenth, 197; Fourteenth, 380; Fifteenth, 175; Sixteenth, 335; Seventeeth, 450; Eighteenth, 597; Nineteenth, 425; Twentieth, 380. Of the whole number, 5,894 sell three cent drinks; 1,602 six cent drinks; 24, one shilling drinks; 1,221 are closed on Sundays; 930 have gambling; 1,643 are kept by Americans, or persons calling themselves such; 3,270 by Germans; 2,327 by Irish; 234 by other foreigners; 233 by women, and 22 by colored people. Open on Sundays, 5,803. Drinking places where boking matches are allowed, 11; resorts of thieves, 192; resorts of prostitutes, full 500; billiards, 216; dance houses of prostitutes, &c., 162; dog-fights allowed in 6; rat killing allowed in 4; cockfighting allowed in 7.

"We are obliged to leave out much more minute and voluminous detail than we present, but as it is we give a horrid picture. One unbroken chain of drunkenness, prostitution, crime,—winds in and about New York, for the want of the Maine law.—There are without other hell holes, 3,789 family groceries where the servants and children of families may encounter the fellow-citizens! Think of the scenes we have described, and the big temptation that coils serpent-like around you and yours!"

THE ERIE MOB.—The Bradford Times gives the following version of the difficulties at Erie, from which it appears that the Erieans are a very public spirited people:

The people of Erie, Pen., with their Mayor and other civil authorities to lead them on, have resolved themselves into a mob. It is a most extraordinary mob, and the cause of it is most contemptible.

There are about 18 miles of six feet railway guage from Erie the New York State line. The remainder of the road connecting with it, is 4 feet 10 inches in width. This subjects the company to great additional expense in running two classes of cars and in shifting engines cars, &c., for every train. It also subjects the travelling public to much annoyance, and expense. But the people of 'Erie' were gratified at this, as a change of cars and baggage made delay, affording the hotel keepers an opportunity of selling dinners and suppers at high rates. The railway company, however, very properly resolved to make the guage of their entire track uniform, so as to prevent this delay and extra expense. Upon this the Mayor and the people of Erie assembled in public meeting resolved that they would not submit to the change; that they would use force and tear up the rails if the company attempted to make it. They manifested much spirit in this matter, and seemed determined to force all the travellers by railway through Erie, to stop there and buy apple pie, crackers, and peanuts. The company went forward with the work of altering their track. Then the spunky pedlers of Erie, with their police force to back them, organized a mob, and tore up the rails, rushed into the station house, and "stood around' furiously, to let the world know they were 'in town,' with their codfish and potatoes, exposed for sale to the hungry traveller. When the ticket agent began to write down the names of the gentlemen who were making a wreck of the railway, he was at once beset by the mob, and come near losing his shirt. The railway bridge in Erie was torn down, and the rails for some distance ripped up. In self defence the Company procured some police officers to get the names of some of the rioters these police officers were *arrested by the mob*, taken before an Erie Magistrate and made to give bail to *keep the peace*. Could any thing be richer in municipal government, than that! It is somewhat difficult to determine what the precise end of all this will be. But one thing is quite evident—the Erieans are fixed in their purpose to fleece travellers, and to take the change.

ATTEMPT TO [illegible] INTO A CONVENT OF THE SISTERS OF MERCY AT PROVIDENCE.—An unsuccessful attempt was made on Sunday, about three o'clock in the afternoon, to force a child into the house of the above order of nuns. We have been able to trace the circumstances to their foundation, which are as follows:

Nearly three years ago the parents of the child, (Ann Fallen) died, leaving the girl to an older sister, in dependent circumstances. The younger was by her sister, placed in the care of the Superior of this Catholic institution. About six months since, a gentleman of this city, finding it necessary to connect some young girl with his family, sent to this institution, when the above named child was sent to him by the Superior, recommending her as faithful and obedient, and requesting that she should be left without restraint in the instruction of the Catholic religion. The instructions were carefully adhered to by the family in which the child was serving. All passed quietly, till within a short time, Ann's sister has manifested great concern lest the attachment, rapidly strengthening between the family and child, should gradually estrange the latter from the Catholic Church, she was urged to return to the Convent. This she strongly resisted—Frequent messengers were now dispatched to bring back the child to the institution. The child was consulted by the family as to her wishes in this respect, and when told that her clothes were prepared to take with her if she chose to go, she burst into tears and begged of them to retain her. And she was retained and still allowed to attend the Catholic Church and Sunday School as usual. Last Sunday, the child, as usual, attended church, and in the afternoon, while at the Sunday school, she was accosted by an Irish girl, named Mary Raine, who had been very active in endeavoring to restore the child to the Convent. During service she decoyed the child from church, and together with an Irishman, named Richard Newman, succeeded in leading her away. After a long walk they at length came in sight of the House. Then the design of her crafty companions came upon her mind, and uttering a wild and piercing scream, she struggled as if for life with her captors. The man ran to alarm the inmates of the Convent. Suddenly the windows were filled with the Sisters anxious to witness the scene, two of them stood by the door in readiness to close it the moment their innocent victim should cross the threshold. Meanwhile the terrified and incessant screams and struggles of the child began to alarm the neighborhood, upon apprehending which the man cried out, "fetch her along, quick, fetch her along!" Once more Mary Raine endeavored to reach the door with her prize, but the apparent intention of the hurrying neighbors to rescue the child, prompted her to abandon it. And rushing to the door, the two miserable and detestable tools of the establisment sought shelter within the convent. The poor child was immediately taken back to the house of her benefactor. The child is nine years of age, bright and interesting.—*Prov. Trib.*

ACCIDENT TO A LINE-OF-BATTLE-SHIP.—On Wednesday an accident occured on board the Agamemnon, which would have been attended with very serious consequences but for the presence of mind of the chief engineer, Mr. John Langley. The Ship went out ride the Sound to test the efficiency of Griffiths newly fitted fan. When two miles from the Breakwater, steaming eight and a half knots, and making forty-five revolutions per minute, something gave way below, and the revolutions seemed to be suddenly increased to 1,000 or more per minute. The shock is described to have been similar to that of an earthquake. The funnel appeared to jump from its place, and so excessive was the vibration that every one expected the masts would go over the side, and the boilers were momentarily expected to burst. At this critical juncture Mr. Langley, with great nerve and coolness, threw open the valves, gradually stopped the engines, and thus saved the valuable machinery from tearing itself to pieces, and injuring, if not destroying the noble vessel herself. She was immediately put under canvas, and returned to the Sound. On subsequent examination, it appeared that the main shaft was broken just within the fans; in all probability from a defect in the metal.—*English paper.*

AN EASY CONTROL.—In his forthcoming annual report of the treasury department, Mr. Guthrie will show that the uncollected ballance due to the United States government on the treasury books on the 4th March last, exceeded one hundred millions of dollars, of which amount over twenty millions have been since secured, while about eighty millions are still unsettled. Orders have been issued to the accounting officers, directing them to use strenuous measures to enforce settlement.

THE FOUR POWERS & UNION OF THE BRITISH AMERICAN PROVINCES.—In the Montreal *Advertiser* of the 14th inst., we find a literal translation of the editor declares is "a literal translation of an article in the organ of the Papal Government at Rome, of the 13th October last." It is a rare specimen of that Christian liberality which the Canadian Papists and their Ministerial friends claim for the Church of Rome. We copy the article in full:—

"The hearts of the faithful have been sorely grieved by a general credited report, that the eminently religious land of Canada is to be engulphed in the pestilential Colonies of England in North America. In fact, that faithful, pure and Catholic Canada is to be joined to four infidel Provinces, belonging to—oh, execrable lot—the *Mother (?)* Country. In calling England hallowed, we wrong the Turk and the Hindoo, for they honestly, and without hypocrisy, deny Christ and His Holy Saints, and decently permit the Apostolic Church to govern itself in their lands. But England lying, calling itself Christian, has been for more than three centuries the accursed enemy of Catholic truth and virtue. The Canadian people are represented to be the purest in life and faith of any of the sons of our Holy Church. Our prosecutors, the English even admit their sanctity, charity, and purity of life. The Canadian bonds and reverence their spiritual directors, never meeting them with the insolent familiarity so revolting a witnessed in the United States; but looking upon them as their true fathers, leading them from earthly simplicity and purity to eternal beatitude in Heaven. The comparison of these religious virtues, with the cold, formal observances of their heretical rulers, has excited English malignity. The Catholic Church has now the whole power in Canada, and there can be no degree of opposition on its part that would not be justifiable against so vile and sacrilegious an attempt to place God's pure children beneath the iron rule of the sons of Hell! In Malta, the English have perilled the souls the faithful, by permitting the foulest slanderers on the Church of Christ to be published; and when the Catholic Council of that Island passed just and salutary laws—approved and counselled by the Holy Chair—necessary to preserve the faith of the people from open insult and beastly pollution, that Godless Government (*Governo senza Dio*) forbid their being carried into effect. Like a pestilence passing through the land, the faithless and profidious sons of Britain carry with them vile heretical books and tracts, which like the seductions of Satan himself, are made to seem sweet to the unsuspecting, until the vile poison prostrates body and soul, to feed Hell with its wretched victim's! Canada, faithful Canada, must not be lost!"

Commenting on the above, the *Advertiser* says:

"It is amusing to see the fear that the 'Sacred College' shew the loss of their power over the people, even in so trifling an instance as that of Canada; and the bitterness with which hatred and fear of England's control over its own possessions, seems to influence their position to her. Signor Ji Michaele has prophesied that the last Pope sitting in the City of Rome is now on that throne; and he further says, that North America, perhaps Cincinnati, will be the residence of all future elected pontiffs. It is not unlikely that the friends of Nuncio Bedini have selected Canada as a good site for the Papal residence; if so, the Confederation of the Province must be very disagreeable to the Court of Rome."

CAPTURE OF AN ABSCONDED DELINQUENT FROM LIVERPOOL IN AUSTRALIA.—The Eagle, arrived from Melbourne at Liverpool on Saturday, had on board James St. Allan Quinn, a young man about twenty-two years of age, and who absconded from Liverpool in July 1852, with about £1,300, the property of the Messrs Train & Co., in whose establishment he was a collector. For a long time nothing was heard of him, until a gentleman told his employers he had met him in Melbourne. Warrants for his apprehension were instantly transmitted by the Secretary of State to Australia, where he was captured, and brought home in the Eagle. After committing this robbery he went to London, [illegible] the hardihood to come to Liverpool, where he succeeded in eluding the police, and embarked on board the Great Britain on the 21st of August 1852. He was brought before Aldermen J. H. Turner, at the Liverpool Police Court, on Monday, and the Cashier at Messrs. Train & Co.'s proved the robbery, and at the request of Quinn, a remand was granted until Tuesday, for the purpose of receiving legal advice. He states that he had made £5,000 in Melbourne as a general merchant, but he was taken away so suddenly that he had been forced to leave it behind him. When arrested he had only £30 and a valuable gold watch.

A WHALER CRUSHED.—Information has been received of the total loss of the Wellington, whaler, of Hull, in Davis' Straits, on the 17th ult. From the accounts received, which are very meagre, it appears that the Wellington was on a whaling expedition, and that on the 17th of September she was in Exeter Bay, Davis' Straits, close to the ice, on her return home, when some enormous floes were observed to approach, and notwithstanding every effort was made to avoid them, it was found to be impossible, the approaching fields came down with great velocity, and the concussion was so violent as almost immediately to crush the vessel to pieces. The crew, being thus exposed, suffered great hardship from cold and hunger, having existed for several days on a few spoonsful of rice each man. Providentially they were observed and rescued by the Alexander, whaler, of Dundee the captain and crew of which relieved them in a very exhausted state from their perilous situation. By unremitting kindness on the part of their preservers, they gradually recovered, an were brought home in the Alexander.

NEWS FROM INDIA IN TEN DAYS—PASSENGERS IN THREE WEEKS.—Within a twelvemonth of the present date a railway will be completed from Ostend to Trieste, a distance of 1,500 miles, in which there are now only two considerable breaks. Letters, passengers, and parcels, will then occupy little more than two days from the shores of the Channel to those of the Adriatic; four days more will take them to Egypt, and by the aid of the railway from Alexandria to Cairo, now rapidly advancing, they may, within 36 hours, be afloat on the Red Sea, and in 12 days thereafter be safe in Bombay, or within three weeks of their leaving London.—Within this date the electric telegraph, now preparing to be laid across the Mediterranean, will have reached Suez, and the 4,000 miles of wire which have already reached Calcutta, will connect every great town in India with the port of Bombay; so that before the year 1856 expires we shall have communication by electric telegraph in ten or eleven days' time with every part of India, and by steamer and rail with Bombay.

AMERICAN INGENUITY.—Among the multitudinous objects in the Patent Office at Washington, and which evinces what skill can do, is 'an invention that picks up pins from a confused heap, turns them all around with their heads up, and sticks them in papers in regular rows; another goes through the whole process of cigar making, taking in tobacco leaves, and turning out the perfect article. One machine cuts cheese; another scours knives and forks; another blacks boots; another rocks the cradle; and seven or eight take in washing and ironing. Another patent is for a machine that counts the passengers in an omnibus, and takes their fare. When a fat man gets in it counts two and charges double. There are a variety of guns that load themselves; a fish-line that adjusts its own bait; and a trap that throws away the rat and then baits and sets itself, and stands in the corner for another.

The horse which was recently driven one hundred miles in eight hours and fifteen minutes on Long Island race course died on the same night. The N. Y. *Tribune* says that the gambler who drove this horse one hundred miles, "not content with that cruelty, forced him on another mile to win a few more dollars, till the poor exhausted creature only found relief from his worse than brute driver in the sleep of death." The celebrated racer, Hero, who was driven ten miles at the top of his speed, in a match against time, a few days since, is also expected to die of congestion of the lungs. A society for the prevention of cruelty to animals would find a wide field of usefulness on some of the Long Island race courses.

SUPERIORITY OF THE SEAS.—This celebrated vessel, which sailed from Liverpool on the 7th ult., was passed Sept. 17, in lat. 19 N., long. 23 W. She was at the time out 20 days, and had only made about 2300 miles, or an average of 115 miles per day. We do not think that M'Kay's great ship will astonish creation this voyage at least.—*Herald.*

CREW OF THE ARCHE JANE.—On board of this ill-fated vessel, there were sixteen French Canadian sailors, eight of whom perished. The surviving eight arrived in this city from Baltimore, on Saturday evening, by rail on their way home, some to Quebec, some below that port, and one for Bay Chaleur. The poor fellows looked well, and were in good spirits, although they had lost everything, and ready for another voyage. The British Consul at New York paid their passage to Montreal, and gave them letters to Messrs. Cuvillier & Co., for further assistance.—*Montreal Herald.*

"MASTER SPEAKER, WILL YE FAVOR US WITH A SONG?"—On the 6th inst., the Vermont House of Representatives, being desirous to calm their troubled souls after the excitement of debate, resolved to invite the Baker family to sing before them. They accordingly voted themselves a recess, and the Baker family stepped in and sung three songs.

A facetious exchange says that the first whig was the devil; for he was the first to oppose a regular government. Not bad. Old Sam Johnson defined Patriotism to be "the last refuge of a scoundrel."

"A gentleman," says a philosopher, "is one who promptly pays for his newspaper." What truth and simplicity! How brief, and yet how comprehensive.

Rear Admiral Fanshawe, C. B., Superintendent of Portsmouth Dock-yard, has been appointed to succeed Vice-Admiral Sir G. F. Seymour, as Commander-in-Chief of the squadron in the West Indies.

A THRILLING AFFAIR.—On the steamer Dresden, near Helena, Arkansas, a number of Irishmen, deck passengers, imposed upon an old woman from Kentucky, who was going down the river with two children, till James Sullivan, a merchant of Marysville, took her part; an Irishman struck him with a poker, when, Mr. S. drew his revolver, shot one man dead, shattered another's arm, and shot another in the mouth, knocking out his teeth and cutting off his tongue, one of the bulls accidentally killing an Irishwoman. Mr. Sullivan was then overpowered, dreadfully beaten, and left for dead, yet will probably recover.

MARKETS.—New York, Dec. 19th.—Cotton dull, sales 2015 bales.

Flour—20,000 brls. sale; common to Straight State, $6,94 to $7, common to good Ohio, $7 to $7 12; Southern buoyant, sales 2200 brls.; mixed to good brands of Baltimore $7 12 to $7 25.

Grain—Wheat better, sales 33,000 bushels; Canadian $1 74; Long Island Red $1,66.

Corn—Sales 53,000 bushels, old mixed 80 c.; white, new and old 79c. to 82c.; new yellow 76c. to 82c.

Provisions—Pork unchanged, sales 350 brls.; Beef firm, sales 350 brls.; Lard steady, sales 250 brls. at 9 1-2 to 10 1-4 cents.

☞ Lines from J. R. I., Sussex, were mislaid. They will be attended to in our next.

GLEASON'S PICTORIAL.

On the first of January next, "GLEASON'S PICTORIAL" will commence its *sixth volume*, and will appear vastly improved in all respects, with a superb new heading, new type and dress throughout, and will be printed upon the finest paper. As the proprietor of the "Pictorial" has purchased the entire good-will of Barnum's New York "Illustrated News," and has merged that journal in the "Pictorial," the public will reap the advantage of this concentration of the strength of the two papers upon one, both in the artistic and the literary departments. The same brilliant host of contributors and artists will be engaged on "Gleason's Pictorial" as heretofore, and a large addition is also made to the corps, both in talent and number. The most liberal arrangements have been completed, and such as will enable the proprietor to produce by far the finest illustrated journal yet published, and much superior to the present issue of the paper. The columns of the "