liant light that has shone around the sciences—Philosophy, and Chemistry, Geology, and all the other new fields of observation and thought, which serve to shed new and enlarged light on the works of God—to what do we owe it but to the Book of God, which has enlarged the faculties and expanded the intellect, and leaves manifest traces of superior intelligence even on the *human face* of those who have been drinking from its celestial streams; and all this by first purifying the heart, and thus enlarging the spiritual and intellectual vision. If you look to those dark corners of the earth where the Word of God has been proscribed or unknown, for new discoveries and new inventions, which have proved a boon to the world, you look in vain. And why should it now be proscribed as a dangerous or unsafe thing? Why, but—for the same old reason that it has ever been proscribed—because it testifies against the heart and the life—because the light of heaven has ever been felt too clear and too pure for the natural heart: in a word, *because* the ungodly have ever loved the darkness rather than the light—their deeds being evil. The detaching of religion from the routine process of a school, is nothing better than the substitution of infidelity for religion; and a religion wanting God's lessons of truth, has proved worse than no religion. Pupils taught to read and think, but carefully kept uninformed in the doctrines of Revelation, as if possessing some inherent immoral taint, will at best acquire such views of religion as those current among infidel philosophers. They will read and hear of duties, and, in the absence of Christian instruction, and practically taught to shun as dangerous all teachings but what comes from man, can ascribe to their duties no higher sanction than that of utility, or mere form. They read and think of the wondrous objects exhibited in the physical sciences, and the philosophy of morals (!), but, in the absence of instruction from the revelation of God, and blinded with the depravity of their nature, they will assign to the magnificent creation and the daily wondrous operations of the Governor of the universe, no sublimer cause than mere chance, or an undefined agency. Oh, the wisdom! that excludes God's lessons, and submits in preference to man's training!

The religious culture of the soul cannot be begun too early, but if neglected by those who are called to it by nature if not by grace, it requires the more active zeal and sacred devotion from without, on the part of the teacher, to bring the converting word of grace to bear on the intellectual and moral nature. The Gospel is a scheme of mercy, and adapted to convert man "from the error of his ways," and it was designed to be administered in connection with institutions, with "pastors and teachers," "tutors and governors," with parents training up in the nurture and admonition of the Lord, in unison with prayer and faith. If in the wisdom of God all these pliances were considered requisite to train them up in the School of Christ, to perfect men in Christ Jesus, and if we find that some of these have only been sparingly and but seldom brought to bear on the mind—which ever acquires strength in one direction or another, is there not greater necessity laid on us as "Pastors and Teachers," to be active in business and fervent in spirit, serving the Lord, in this great and responsible work to which He has been pleased to call us.

In order effectively to accomplish this noble work, high glowing enthusiasm—absorbing the teacher's whole inner being, can alone render him competent to impart new life, awaken the faculties, and guide the conscience to the infusing of new spirit. "He alone who has enthusiasm for what he has to achieve, has the best chance of success in the achievement." It is not only knowledge that qualifies a person to become a teacher, but deep feeling—earnest, absorbing interest in the branch he seeks to inculcate; but especially, if he would effect any moral renovation, he must have reverence for the holy, admiration for the beautiful and the virtuous. He must possess an inherent love for, and sympathy with the young, in order to breathe loving aspirations of the lovely, the just and the true, into their living spirits.

How important, then, that you should labor with strenuous and vigorous effort for the accomplishment of this end. You cannot do the work efficiently, no more than the pastor, without studying the characters and dispositions of those under your charge, nor yet without personal study and preparation. To address children suitably, requires nearly as much preparation as to address a more learned audience. Suitable stores of knowledge must be treasured up in the mind of the instructor, and imparted with ease and simplicity; and this cannot be done without application and thought. Here, as in every other sphere of action, it is the hand of the diligent that is rich and maketh rich. Nothing will procure for you the respect and confidence of the young so much as the exactness of your knowledge, and your capacity and readiness to impart it. The young will more readily distinguish between those who will benefit them, and those who neglect or disregard their interests, than is generally supposed. Give them to expect wise counsel and wholesome and interesting food, and they will wait on your lips, and attend to your instructions with implicit confidence and a manifest voracious appetite.

But above all, seek to have your hearts deeply and constantly impressed with a sense of the necessity of having divine assistance in order to discharge the responsible duties of your high and holy vocation. And while it is your duty to seek to cultivate those powers with which God has blessed you, and to embrace opportunities which He places within your reach, to employ your faculties in doing good, as you have opportunity, let it be your anxious endeavour to acquit yourselves in such a way as that you may hope to obtain the approbation awaiting the good and faithful servants of the Most High. Be it your endeavour to act not as men-pleasers, but as doing the will of God from the heart. And if the result of the faithful and conscientious discharge of your duties towards those gathered under your moulding influence, procure for them comparative greatness on earth, while humbly and faithfully acquitting themselves as professional men, legislators, editors, theologians, professors, how highly pleasing and satisfactory it will prove to those of you who may be privileged to live to see those on whom you had expended your utmost care to implant these principles and habits which served to make them at once happy in themselves and useful to society, an ornament to the world, and bringing glory to God; but how much higher must your thoughts rise in pleasurable enjoyment and pleasing anticipation, when you retain the cheering thought before your view, that you have been the humble instrument of leading them to those glorious mansions, where they shall shine as the stars for ever and ever; and where you shall shine all the more brightly, in that you have been the wise means of guiding them to the meridian splendors of eternal blessedness.

The Address of the Protestant Combination to the Hon. Joseph Howe, with his Reply.

TO THE HON. JOSEPH HOWE, OF NOVA SCOTIA.

ADDRESS OF THE PROTESTANT COMBINATION OF P. E ISLAND.

Charlottetown, P. E Island, April 16, 1857.

HONORABLE SIR,—

The events that have of late transpired in Nova Scotia have arrested the attention of British America. They have brought prominently to view what has been more or less strikingly felt in all our Provinces, the power of an intolerant politico-religious sect, misnamed a Catholic Church, attempting to retard the progress, destroy the liberties, and control the destinies of these wide western territories. The impartial history of past ages, presents in no equivocal language, the genuine effects, political and moral, of the domination of priestly Rome.

It is for the free-born Britons of these Provinces, in this generation, to say whether or not, the dark tragedies that have stained the soil of Ireland, France, Italy or Austria, shall be recorded on the page of their future history. You, Sir, in the Providence of God, have been called to act a most distinguished part in guiding the public affairs of your native land. On the long and often fierce struggles of the past we enter not, firmly believing that when the clouds of party spirit have been blown away, and the fires of personal enmity have cooled down, an impartial posterity will cheerfully accord to all that is noble, generous and patriotic, its due meed of praise; nor would we—embracing various shades of political opinions—be considered as so identifying ourselves with any political party as to endorse all its sentiments or actions; but we cannot permit the late contest in Nova Scotia to pass away, without a clear expression of our decided conviction on which side truth, and justice, and patriotism lay, and that *they only* who have sacrificed their worldly emoluments, to maintain the liberty and prosperity of their country, are entitled to its cordial esteem and universal support.

Sir, accept the assurance that your fearless exposure of Popish disloyalty in the capital, your humane defence of the innocent brutally assaulted in the wilds of your country, and your eloquent denunciations through the press, and in the halls of legislation, of the dictatorial influence created by a foreign, superstitious and disloyal priesthood, have called forth the admiration, and will long merit the gratitude, of the great majority of the sound-hearted Protestants of Prince Edward Island. We also have had our experience of the unjustifiable interference of priests with our rights and liberties. A Bishop takes upon himself to demand that our public Schools should be "godless." But the united action of Protestants, and the display of a free, independent and indomitable spirit, have made those hostile to the unfettered use of an open Bible, glad to relinquish their demands. Though small in point of territory, we possess not a few enlightened and brave spirits, who, while granting perfect toleration to every harmless sect, are not disposed to submit to injustice or tyranny in any form.

Sir, pardon the allusion to ourselves—circumstances may justify it. We cannot entertain the miserable delusion that the changes lately effected in your Province are a mere play of parties; but perceive embodied in them the germ of all that is honorable and safe on the one hand, and discreditable and injurious on the other, to any country. Nor can we believe that the result of the late election is a true indication of the intelligence and patriotism of the Protestants of Nova Scotia. Let no temporary defeat, therefore, damp the courage or weaken the energy of the friends of truth and liberty. The present humiliating position of your country, calls for the noblest efforts of her patriots, and we feel assured, Sir, that your highest abilities will be lavishly expended for her good.

Permit us, therefore, honorable Sir, to express the gratitude of the Protestants of Prince Edward Island, for your exertions and sacrifices in the cause of liberty, humanity and justice, and their earnest desire that your efforts and those of your coadjutors in enlightening misguided Protestants, and liberating them from a slavish adherence to a mere party, may be so successful, that the proud pretensions of a bigoted anti-British faction may receive such a discomfiture as shall render them forever unable to repeat the transactions that have so lately dishonored the capital and Legislature of Nova Scotia.

In name and by order of the Protestant Combination of Prince Edward Island,

DAVID FITZGERALD, } *Secretaries.*
GEORGE SUTHERLAND, }

Halifax, May 12, 1857.

GENTLEMEN,—

I have had the honor to receive, and beg to thank you for, the communication addressed to me on behalf of "the Protestant Combination of Prince Edward Island."

The right to worship God—to discuss freely all that concerns their worldly welfare or their eternal salvation, I believe to be inherent in every human being inhabiting these North American Provinces. The duty of allegiance to our Sovereign I regard as an obligation binding upon all who live under her sceptre and claim her protection.

The Catholics of this Country have never, until a very recent period, professed or appeared to be other than loyal subjects. They never, until a different spirit was manifested last year, attempted, by combination, to sanction breaches of the peace, or to obstruct the free expression of Protestant sentiment by avowed organization—by social or legislative combination.

When some of them were detected, during the war, in communication with the enemies of Great Britain; when others openly sympathized with our country's enemies, and rejoiced in her anticipated downfall; when Catholics combined to shield from justice flagrant violators of the laws, because they had committed outrages at which human nature shudders in the name of their religion,—I could not hold my tongue or restrain my pen, and felt it my duty to denounce what every Protestant and every loyal British subject was bound to disapprove.

The disapproval here was almost universal. But the Catholics, in a body, tendered their support to political leaders, long excluded from power, who have purchased their alliance by what I am glad to perceive that you regard as a strange dereliction of principle. A combination has been formed, not very honorable to the Protestants of Nova Scotia, and which has been so far sustained by the Catholics at any and every sacrifice except the exquisite gratification of revenge.

Good is, however, coming out of evil. We have no more open manifestations of disloyalty; the officer who was dismissed by the late Government even the present has not ventured to; re-appointthe arrogant demand for Separate Schools, which has so long perplexed the Government of Canada, and which was urged here by the Priesthood for the first time last year, has been abandoned, without even an attempt at legislative discussion.

That Protestants, in all the great Provinces of North America should combine, more than they do, for the preservation of what their Fathers fought for and bequeathed, and what they are bound to value, is sufficiently apparent. Rome is always organized, and never more successful than when Protestants can be divided and set by the ears. At this moment, in this Province, there are 22 Protestants on each side of the House. 9 Catholics hold the balance between them, and make or overturn a Government when they please. As these 9 members move in obedience to their Church, it is evident that a Catholic Prelate, who is a comparative stranger to our country, and cannot be supposed to have any peculiar regard for it, is its actual ruler, whoever may sit in the seat of the Queen's Representative, or, with the Prelate's consent, occupy the Departmental offices.

However masked, this is the real state of things in Nova Scotia. But the Catholics feel that it must be masked by a hollow show of moderation, and the Protestants who are allied with them feel that if too much is conceded, in the present sensitive state of the public mind, all may be lost.

So far, then, I am satisfied that great good has been done to this country, whatever may have been the sacrifices of individuals, myself among the number. That Nova Scotians will long permit a Catholic ecclesiastic to rule their country—that Protestants, by their jealousies and divisions, will permit a compact minority to control the deliberations of their Legislature for any extended period, I do not believe, but if they do our free institutions make them the judges and to their decisions we are bound to submit.

That the Protestants of Prince Edward rightly discriminate the merits of the controversy here, and tender me their sympathies, affords me much satisfaction. That the Protestants of Nova Scotia will be encouraged to cordial co-operation with those of their Sister Colonies in all questions of mutual concern I have not a doubt. In the meantime,

Believe me, Gentlemen,
Your obedient servant,
JOSEPH HOWE,

To DAVID FITZGERALD and GEORGE SUTHERLAND,
Secretaries to the Protestant Combination
of Prince Edward Island.

NEWS BY THE ENGLISH MAIL.

THE WAR WITH PERSIA.

THE CAPTURE OF MOHAMMORAH.

The following telegraphic despatch has been received from Sir James Outram, dated

"*Camp Before Mohammorah, March* 28.

"Mohammorah was captured by the British on the 26th inst. The enemy lost 200 killed and wounded, among whom was Asherluf Brigadier, besides 17 guns, and a vast amount of ammunition and military stores. The Persian army, under the Shah Zadeh, retreated towards Ahwaz and Shuster in great disorder. The British forces are encamped near Mohammorah. Our loss in killed and wounded is about 10. The Arab tribes are friendly, and are sending in their submission."

The following further telegraphic message has been received from Sir James Outram through Constantinople:—"The flying expedition to Ahwaz returned to Mohammorah on the 4th inst. (April) completely successful. The large Persian army retired from their position, and retreated rapidly towards Dizful before a British force not 400 strong. One gun was captured, and extensive military stores were seized and destroyed."

[Though, in one sense, these gallant operations may be said to be useless, as having taken place after the Treaty of Peace had been signed in Paris, we cannot regard them but as most important and satisfactory. There is no doubt that the possession of the plain of the Karoon, between Mohammorah and Shuster, will afford to our army during the ensuing summer the means of establishing a healthy encampment, in a comparatively fertile country, and amid populations which we are told by Sir James Outram's despatch are friendly, and are sending in their submission. Whatever may be the temperature during summer of the flat countries drained by the Tigris, it is generally stated that they offer a favourable contrast to the insupportable heats and malaria which prevail on the shores of the Gulf. As, then, the Persian territory is to be occupied until after the evacuation of Herat, it is no small matter that before the cessation of hostilities we should have secured possession of a district where our troops may remain in health and plenty. Delays may arise from accident or from the evasions of the Asiatic Power to which we are opposed, and in any case it is as well that our troops should not be compelled to pass even one July in Bushire or on the rock of Karrack. But the moral effects of the victory are of even greater importance. The Persians have not had Frenchmen, and Germans, and Russians among them for so many years without learning something of their own strength and weakness; nor is there any reason to believe that the Court of Teheran, with all its ignorance, has been without a certain acumen in this affair. For the third time British troops had appeared in the Persian Gulf with hostile intent, but never before had they advanced into the country far enough to alarm even Shiraz and the cities of the South. We cannot wonder, then, that there should have been plenty of advisers ready to counsel the masterly policy of passive resistance. "Let the English take Karrack and Bushire; they can do nothing else; they only wish to frighten you, and if you are not frightened they will be glad to make peace on any terms, and to get rid of the barren rock and the decaying town, where fever and cholera are hovering over their troops." So would say Russia, so would say all the naturalized adventurers, and native cunning would feel the force of the argument. We doubt therefore whether the capture of Bushire alone would have exercised much influence over the Persian Court for the future. We had only done what we did years ago, and we should retire as we had retired before. "What can England do?" would have been the taunt always in the mouths of Teheran politicians. "Russia can attack us, conquer provinces, and keep them; even Affghans and Tartars worry us in the East; but England's only notion of a campaign is to come to our shores, take a town, and then go back again." But the capture of Mohammorah is a very different operation. The capture of Bushire might have been called a demonstration,—the capture of Mohammorah was the beginning of a campaign. It means the occupation of Khusistan, of the Valley of the Tigris, of the whole Persian Gulf. The Shah is made to feel that the question of peace with England concerns the very existence of his empire. Thus, not only the brilliancy and completeness of the victory itself, but the determined policy of which it has given sign, are calculated to have their influence throughout Central Asia. Nor can the secondary advantage of an ascendancy over the Arab tribes be forgotten. Already, we have little doubt, the story of the fall of Mohammorah has been told all through Arabia, Mesopotamia, and Kurdistan.]

(*From Willmer's European Times, May* 2.)

NEWS OF THE WEEK.

The death of the Duchess of Gloucester, which took place on the morning of Thursday, has long been expected. She was the last surviving sister of George the Third, and exhibited the extraordinary longevity of her family, for she was in her 82nd year at the time of her decease.

Mr. John Evelyn Denison was elected Speaker of the House of Commons the same day. There was no opposing candidate, and the proceedings were of the most dry and formal character. The new Speaker was proposed by Lord H. Vane and seconded by our respected townsman, Mr. Thomas Thornely, who gave utterance to one expression which will certainly find a response in the public mind,—namely, that the members during the present short session would curtail their speeches with a view of expediting the public business. Mr. Disraeli was not present, but his first lieutenant, Mr. Walpole, congratulated the new Speaker on his appointment, and said many handsome things in his favour. Considering that Mr. Walpole had an eye to the chair himself, this was a sacrifice of feeling which all will appreciate. We have no doubt that the new Speaker, who is a sensible man, and has great Parliamentary experience, will acquit himself creditably, which is all the situation demands.

The returns of the Board of Trade still show the expanding commerce of the country. According to the last published statement, the exports for the month of March amounted to ten millions and a half this year, against nine millions and a half in 1856. The increase is £1,007,788, or more than ten per cent. as compared with the same month of last year, and £3,145,043, or 43 per cent. as compared with March, 1855—the year of the war. During the last three months it was 1,436,646 inwards, against 1,318,310 in March last year; and outwards 2,095,608 against 1,892,650. The coasting trade also shows an advance—3,038,557, against 2,951,558 for the inward entries; and the clearances were 3,198,903, against 3,035,774 in 1856. All this is very encouraging, and points to increased wealth, and the greater comfort and happiness of the productive classes.

Lady Franklin has determined to fit out another and a final expedition in search of her lost husband. She has purchased an Aberdeen clipper for the Arctic voyage, and given the command of it to Captain M'Clintock, who has had considerable experience in this perilous navigation. Various reasons have been assigned why this expedition should not be undertaken,—reasons so cogent that the Executive Government could not be induced to stir in the matter; but Lady Franklin's motives are to be respected, for they show a devotional feeling which all must admire, and the discovery of the North-west Passage has certainly cleared away much of the doubt and uncertainty which so long hung about the subject. The London *Times* has done all that it could do to discourage this enterprise, and on Thursday, the 30th, it threw out a suggestion which we should be glad to see acted upon. It appears that Lady Franklin has sunk nearly the whole of her little fortune in this last desperate effort to trace the final fate of an expedition the saving of which is now past all human efforts, and while the journal in question deprecates all further outlay of the public money for such a purpose, it still thinks that the cost should not come out of the pocket of the unhappy lady. A public subscription is pointed out as the fittest method of meeting the outlay, and it only requires, we are sure, the hint to be made to be acted upon. There are too many benevolent persons who sympathise with Lady Franklin's sorrows to see her beggar herself in the equipment of this, the last of the Arctic voyages, and it ought at the same time to be stated that although public opinion as a whole is against the enterprise, a considerable number of able and scientific men are still strongly in its favour. But whatever may be the result, one passage from the article to which we refer will meet with a hearty response from the country generally: "Let it be clearly understood by Captain M'Clintock and his officers and crew that, come weal, come woe, another series of voyages in search of them is not commenced.—After an infinite series of hairbreadth escapes all the other searching expeditions have safely returned. Let us not incur the liability of having to send out half a dozen others in search of one from the success even of which very little is to be expected."

Mr. John Macgregor, late member for Glasgow, has paid the debt of nature—died in difficulties and disgrace, after having for many years led an active life, chequered by great success and failure. That he was a man of great energy and ability is undoubted, and he contributed largely by his writings on commercial subjects, and by the course which he pursued when he was joint Secretary to the Board of Trade, to that commercial freedom which this country now enjoys. With talents of a high order were combined corresponding weaknesses, and he had so high an estimate of his own powers that he laboured under the belief that Sir Robert Peel, the great tariff reformer, would have taken him into his Cabinet. He was well known in Liverpool, and wanted the steadiness of character essential to commercial success. Over the latter portion of his life we will in charity draw the veil. He was another instance of the failure of that class of men who are said to carry more sail than ballast. With more judgment and less ambition, the close of his career would have been infinitively better, and his departure more regretted.

The unfortunate transport steamer, which broke down with the House of Lords on board during the great Naval Review in the Solent on the conclusion of the peace with Russia, is once more arresting attention by another and still more disastrous mishap. This unfortunate vessel embarked the 90th Regiment nearly a month ago, and on the 19th of April she was in the harbour of Corunna, disabled, and in the most wretched plight. This is the description of a vessel having 800 troops on board intended for the Chinese war: "You never saw a worse seaboat in your life—crank, top heavy, and everything that is bad; such an old tub you never saw; the rigging never set up or anything secured; we had hard work to prevent the masts from going over the side. She will never weather the Cape, or she will deceive all on board, both soldiers and blue-jackets. You must think what she must be when I tell you that there are not a dozen troops on board with a dry hammock, every seam in her deck letting in water." For the Admiralty to send out a vessel like this, after the previous break down, and having on board soldiers destined for a conflict which is to take place 16,000 miles off, is an act so disgraceful, so unpardonable, that it ought to be visited by the deepest censure of Parliament. It has been well said that the 90th "may arrive in China old men with snowy beards, to tell the sad experience of long years of wandering. As their spectral craft enters Hong Kong harbour—of course breaking down once more in the attempt—they may find themselves in the midst of a new civilisation, amongst vessels propelled by electricity, and aerial machines in the place of carts."

As far as the administration of Mr. Buchanan has gone, our position with the United States appears to have been improved, notwithstanding that we hear nothing of the Central American treaty; but Parliament, when it meets for the dispatch of business, will not be many days, perhaps many hours, old before *that* topic, respecting which some uneasiness appears to be felt in certain quarters, will be ventilated. General Cass's reply to Lord Napier relative to co-operation with England and France in the Chinese affair is friendly, and marked by candour. Immediate alliance of a political or military character is declined; but the American Government will use its own means, by separate and independent action, to attain the ends which we and our ally have in view. It is understood that an eminent commercial lawyer, belonging to Philadelphia, named Reed, will proceed immediately to China as the United States' Minister, and that he will first come to Europe to have a conference with Lord Palmerston and Louis Napoleon before he proceeds on his destination. "A Philadelphia lawyer" is regarded in this country as a natural curiosity, and if he can influence the Chinese as effectually as he is said to "puzzle" others, the appointment will testify to Mr. Buchanan's appreciation of Pennsylvanian aptitude for an emergency.

It is quite evident that a collision is impending between the Mormons in the Utah territory and the Federal Government of the United States. This has long been foreseen, but it has been rendered imperative by the recent proceedings of the "Latter Day Saints," headed by their leader, Mr. Brigham Young. Considering that Mormonism has hitherto drawn its chief supplies of men and women from the Eastern part of Lancashire,—that it has been nursed and fed by the emigration from this port to the Salt Lake City, the rupture must excite considerable attention on both sides of the Atlantic. The charges which are brought against the Mormons, by Judge Drummond, of the Supreme Court of the territory of Utah,—charges of murder, assassination, poisoning, and other horrid crimes, incited and carried on by the Mormons against the constituted authorities of the United States,—must, with all the respect which prevails in America for religious liberty, compel President Buchanan to act. It appears by the showing of Mr. Drummond that the records and papers of the Supreme Court have been contemptuously destroyed by the Mormons, with the direct approbation of Mr. Brigham Young, and the Federal officers have been insulted in the most coarse and brutal manner, while others of them have been swept from the face of the earth by the horrid agencies to which we have referred.—These charges are either true or false—if false, they must be disproved; if true, the supremacy of the Union cannot be preserved if signal punishment does not overtake the offenders.

Sir. J. F. Davis, who resided a considerable number of years in China in an official capacity, and whose work on that country is well known to the public, has recently been reading a paper before the Royal Geographical Society relative to Canton and its forts. The writer attributes all our present and previous troubles in China to the Cantonese, and he is of opinion that the punishment and devastation of the war ought to fall exclusively on them. Canton ought, he contends, to be captured and occupied, and it would be cruel, he maintains, to punish innocent people in other parts of the Chinese empire for the misdoings of these arch offenders.—Most of the other facts mentioned in this paper are already tolerably familiar to our readers, such as the Canton river swarming with pirates, the difficulty, without gunboats, of following them up the numerous creeks where they find shelter, and to which our larger ships cannot penetrate. Hong Kong he describes as one of the finest harbours in the world, which frequently contains 100 European ships, and has now a population of 70,000 Chinese inhabitants. The force of Sir J. F. Davis's remarks may influence the struggle which is impending.

The Grand Duke Constantine has been received with Royal honours in every part of France which he has visited. On Thursday he arrived at Paris, and was conveyed in an open carriage along the boulevards to the Tuileries, accompanied by Prince Napoleon. A dense mass of people assembled to see him.

FRANCE AND ENGLAND.

La Presse of last night contains a remarkable article upon the English alliance. Its appearance was known beforehand, and that it would be, if not written, at all events, inspired by a personage of exalted rank, whose dislike of all that is Russian is very strong. The papers began to be sold at the very moment the Grand Duke was passing. The article glorifies the political privileges of the English people. It says, we find, among the liberties we have lost, the press and the tribune, humbled almost everywhere else, remain there undiminished. England is an asylum for ideas as well as for men who are proscribed by political vicissitudes. Democratic France is the ally of free England. We hail this alliance as the pledge and the security of the future. Altogether the article is remarkable, considering the present state of the press in France.

FRANCE AND CHINA.

Le Nord pretends that it knows the intentions of the French Government as regards China. The French authorities will formally demand a permanent embassy at Pekin, and in case of a refusal, will endeavor, in concert with the English forces, to penetrate to the capital by water, and there dictate terms to the Chinese Government.

IRELAND.

A remarkable feature in the late Irish elections is the change in the numbers of Protestant and Roman Catholic members. In the last Parliament there were 64 Protestants and 41 Roman Catholics, there are now 71 Protestants and 34 Roman Catholics.

According to the annual report of the Irish Church Missions Society, there are now in the employment of the society 401 missionaries, of whom 196 are set down as converts from the Church of Rome. A number of these teachers are exclusively engaged in imparting instruction to the Irish-speaking population. The inhabitants of Ireland are divided, as to language, at the present time, as follows:—Speaking Irish only, 319,062; both English and Irish, 1,204,684; English only, 5,027,684.

PREACHING.—The Rev. J. Kingsmill, chaplain of the Pentonville Prison, in a letter to the *Times*, says:—"Mr. Spurgeon here is teaching us a very useful lesson, and should his teaching only effect a reform in ours, it will have accomplished a real and lasting benefit to the country at large. I have not had the advantage of hearing this now celebrated man, but I perceive from his published sermons that, like Wesley and Whitfield, and all who have ever succeeded in arresting the attention of the masses to the voice of religion, he uses the language of the people—the English tongue; and is copious, and often felicitous, in the use of both Scripture illustrations and those of common experience.

THE GREAT EASTERN.

The London *Times* of the 30th gives the following description of a visit to the Great Eastern steam-ship: On either side of the river, in the midst of those dreary regions known as East Greenwich and Millwall, two gigantic schemes are in progress, which, if not entire novelties, are at least as near approaches to it as this generation is ever likely to witness. That at East Greenwich is the manufacture of the great Atlantic Submarine Telegraph; at Millwall lies Scott Russell's leviathan ship, the Great Eastern. At the former place the visitor (if not also a shareholder) can realise the great idea. There, in a comparatively small compass, coil over coil, till the eye is pained and dazzled in attempts to follow it, lies the monstrous cable, like the endless snake of the Scandinavian mythology, which was said to encircle the world. But with the Great Eastern steam-ship the case is different. It is difficult, if not entirely impossible, for the mind to appreciate and realise its immense bulk at once. The visitor catches no glimpse of it till he enters Scott Russell's yard, when, though, the ship is still at a considerable distance, it seems suddenly to shut him in—a mountain of metal across his path—while all around are scattered ponderous masses of girders, funnels, bulkheads, boilers, and machinery, like the *debris* of some colossal iron world. So vast is the bulk of the huge ark that from no one point, save at the river's side, can the eye take in its whole proportions, and even then its immensity is so great in comparison with all the notions previously conceived of monster ships that it seems to elude comprehension and weigh upon the mind a kind of iron nightmare—a phenomenon, hard and unrealizable. It is useless looking at it, so you try by details to bring the mind to an approximation of its size, and wander about the yard in search of familiar objects which may restore to their equilibrium your disordered ideas of proportion. On the ground lies something like a field of red iron with a kind of hedge of the same material all round it, and on this you walk until you find it to be the last and smallest of the bulkheads or water-tight compartments, and which in the course of a day or so will be lifted bodily 100 feet into the air, and placed in the stern of the ship. Again disturbed in your fancies, you seek refuge in the contemplation of a labyrinth of spokes and stays, a semicircle of iron like the supports of a building—wider across than King William-street, larger than the circus at Astley's, and which instinct soon tells you can be nothing less than part of one of the great ship's paddle-wheels. By this time, half used to the Brobdignagian world around, the visitor can coolly walk down two long iron tunnels, which in lightness, cheerfulness, and general population, remind him forcibly of the Burlington-arcade. He knows these are two out of five of the ship's chimneys, but is reconciled to the fact and feels that on the whole they are quite what he expected. So with the row of red buildings which at first look like houses and seem the iron suburbs of the vast edifice which towers above them. These are the boilers, though the wildest ideas as to their use seems to pervade the mass of visitors who peep in at the manholes. They are evidently looked upon (especially by the ladies) as mere iron technicalities quite distinct from the ship, though useful in some remote any unexplained degree—probably as models, or as adjuncts, to the captain's toilette. Each of these boilers, however, weighs 45 tons, and is intended to work at a pressure of 25lb. to the square inch. Some have already been tested with the hydraulic pump, with a force of upwards of 60lb. per square inch, and proved so solid and faultless in their construction that a pressure of 100lb. might have been applied with safety. The sight of such objects as these around gradually restores the visitor's mind, and predisposes him for appreciating bulk at least. He somehow expects to find everything large and in keeping with the "monster of the deep," and turns with disappointment from the aspect of tall factories and large trees which are dwarfed to things of paltry insignificance. In this frame of mind if he were told that the steam-cradle, which high over all in a massive framework of oaken beams lifts up the boilers and other sundries, was fixed there for the purpose of hoisting in the ship's telescope, he would take the information as a matter of course, and be in no way surprised or moved by the announcement. But we must go to the ship itself, though none are in a hurry at first to mount its lofty sides. Built near it is a tall framework, or rather a wooden tower, by means of which after toiling up a flight of 94 steps, the deck is gained at last. Here, no matter how much the previous sights may have prepared the ideas, the ship viewed from the deck as one great whole, or rather as much of the great whole as can be seen, for all cannot, is quite beyond the grasp of ordinary comprehensions to realise. In fact, it is like anything but the deck of a ship, though nothing but the deck of *the* ship is like it. Some of our readers very probably have been on the roof of the Crystal Palace or Great Exhibition while building. Let them recall either of those scenes—the webs of scaffolding, the groups of forges, the cradles and winches, the girders, pillars, and plates, the white-heat rivets, the punching machines, the monstrous screws, and, above all, the bellowing din of by no means distant thunder, and they can form some idea, though but a faint one, of the deck of the Great Eastern.

It is very difficult for any amount of description to convey an adequate notion of a vessel which is 18,000 tons larger than the largest ship in the world. It may, perhaps, be gained by the visitor who walks to the edge of the vessel, looks up and down the Thames, surveys the domes of Greenwich Hospital, has a bird's-eye view on to the decks of large West Indiamen, and wonders at the diminutive proportions of the old three-decker used as the Seamen's Hospital. Or, better still, if he turns his glance from the river and peers cautiously over the edge of the space where the upper and lower saloons for the cabin passengers by the Great Eastern are to be constructed. It seems like looking from a housetop into some ordinary metropolitan square, or the court of an extensive French hotel, at the bottom of which even the noise of the workmen is subdued, for they are 60 feet beneath the spectator. In spite, however, of these aids to appreciation of its size, one must resort to figures at last in order to understand the monster fully. Her length, then, between the perpendiculars is 680 feet; length on the upper deck, 692 feet—within 28 feet of double the length of the height of St. Paul's, and more than double the extreme length of the new United States' screw-frigate Niagara, about which the Transatlantics are talking so much. The height from the bottom of the ship to the underside of the planking of the upper deck is 58 feet; the extreme breadth is 83 feet, or as wide as Pallmall; the breadth across the paddleboxes 120 feet. Already nearly 8000 tons, or 60,000 superficial feet, of wrought iron have been used in the 30,000 plates of her hull. To secure these upwards of 3,000,000 wrought-iron rivets have been welded in. Her tonnage is within a few tons of 23,000. She will be propelled by paddle engines of 1500 horse-power, and screw engines of 1800 horse power, giving a total of 3300 horse-power, at a pressure of 25 lb., though, of course, if necessary, she can work to a force of upwards of 5000 horses. For three feet above the water-mark the hull is constructed double (on the cellular principle, adopted in the top and bottom of the Britannia tubular bridge), the inner hull or skin, as it is called, being 2 feet 10 inches apart from the outer. In this space, at intervals of six feet, run longitudinal webs of iron plates, which are again subdivided by transverse plates into spaces of about six feet square. This gives an enormous addition to the strength of the whole frame. At the bottom the longitudinal webs are thicker, and the spaces between them only about three feet square, in order that whenever it is necessary to ground the vessel for any repairs she will support her own weight without strain or injury. Her principal dimensions, calibre of her machinery, and general accommodations may be seen from the following:—

Number of main transverse bulkheads or water-tight compartments	12
Ditto, partial	7
Longitudinal bulkheads running fore and aft at a distance of 36 feet apart for a length of 350 ft.	2
Width of space between the two skins of ship	2ft. 10in.
Length of forecastle	140ft.
Height of ditto	8ft.
Height of saloons on lower deck	12ft. 8in.
Number of saloons	5
Height of saloons on upper deck	12ft.
Number of ditto	5
Length of upper saloons	70ft.
Ditto, lower	60ft.
Thickness of iron plate in keel	1in
Ditto, inner and outer skins	¾in
Bulkheads	⅝in
Iron-deck	⅝in
PADDLE ENGINES.	
Number of cylinders	4
Diameter of ditto	74in.
Weight of ditto (each)	26 tons
Length of stroke	14ft.
Number of boilers	4
Furnaces for ditto	40
Diameter of paddlewheels	56ft.
SCREW ENGINES.	
Number of cylinders	4
Weight of ditto (each)	30 tons
Diameter of ditto	84in
Length of stroke	4ft.
Number of boilers	6
Furnaces for ditto	72
Diameter of screw	24ft.
Number of blades to ditto	4
Length of screw shaft	156ft.
Weight of ditto (about)	60 tons
Weight of ship engines, &c., as at its launching	12,000 tons
Immersion of this weight	15ft. 9in.
Ordinary light draught	20ft.
Probable maximum immersion when fully laden	30ft.
Quantity of coal which can be carried for voyages	11,379 tons.

In addition to these facts we may mention that she will have six masts and ten anchors. All the former will be of hollow wrought iron, except the last or mizen mast, on which, at a height of 84 feet from the deck, will be placed the compass. The masts will spread together no less than 6,500 square yards of canvass, though, having no bowsprit, she, of course, can carry no spritsail. Three of the masts will be square-rigged with iron-spars, except the upper topsail-yards. The rigging will be of wire, and the large shrouds of this material will be 8½ inches in circumference. She will carry 20 large boats on deck; some of them are new patents, on most ingenious principles, to which we shall refer hereafter. In addition to these she will also carry, suspended aft of her paddle-boxes, two small screw steamers 100 feet long each, and of between 60 and 70 tons burden. These will, of course, be raised and lowered by small auxiliary engines, several of which will be fixed on board for working pumps, hoisting sails, weighing anchor, &c. Both of the little screw steamers will be kept in all respects perfectly equipped for sea and used for embarking and landing the passengers with all their luggage, &c., alongside the wharf or pier, whichever it may happen to be. This will be onerous service, for the Great Eastern is fitted to accommodate 800 first-class passengers, 2000 second-class, and 1200 third-class,—in all 4000 passengers; or, if employed in the transport of troops, she can carry, it is said, 10,000 men. She will be ready for launching early in August next, and able to take her first trial trip to America and back about the middle of that month. She is expected to realize a speed of at least twenty miles an hour, or to accomplish the voyage from England to Australia (between which countries she is to run) in 30 days. Reckoning the cost at so much per ton it is said to be one of the cheapest vessels yet constructed. The arrangements for the launching—or perhaps we should rather say for her being lowered gradually down an inclined plane into the river—are quite as extraordinary and as noteworthy as the vessel itself. At present we cannot enter into the details of the plan, which has been entirely devised by the eminent engineer to whom the whole merit of originating the first great idea of the vessel is due—Mr. Brunel. We may mention, however, that the launch will be by no means a slapdash affair into