[illegible] constructed, is one which is now recognized among all practical and scientific men—namely, that the strength of iron depends upon the plates being placed at right angles to each other; and the whole framework of the hull has been arranged with a view to this object. Internally, it is a combination of iron walls—ten running transversely, two intersecting these longitudinally, and four crossing horizontally. All the walls are strengthened still further at the junctions by solid angle irons; and the whole of this cellular arrangement is enclosed in a double iron casting or hull, which gives the enormous mass perfect rigidity, and a strength which, we are assured, equals what it would be if formed of solid iron. The plates, although numbered by thousands, are all cut out, in the first instance, by means of wooden models in the moulding-loft; each of them has its peculiar list or inclination and shape, with the number of holes to be punched; and each of them, as it leaves the rolling-mill, where it is guaged to the sixteenth-part of an inch, has a particular letter and number marked legibly upon it; and by means of this name, which the plate ever afterwards retains, the workmen, on its arrival, know at once its position in the vast pile, and it proceeds straight to its destination.

We now come to the machinery by which the vessel is to be propelled. She will be furnished both with paddle-wheels and a screw—the former of a nominal power of 1000 horses; the latter, of 1600 horses; but practically, the combined power may be estimated at 3000 horses. The paddle-wheel machinery is now being constructed in the same building-yard, in which a shed had to be built for the purpose of fitting and erecting the engine. The four cylinders in which the pistons are to work are the largest in the world, and the castings the largest that have ever been attempted in one piece. For each cylinder, about thirty-five tons of melted metal was required; and when the dressing and cleaning of superfluous metal was accomplished, they weighed twenty-eight tons each. Of these unwieldly masses of iron, three have been already successfully cast, and without a flaw. For the castings, an enormous iron cofferdam was constructed in the foundry to a depth of 25 feet; and after the mould had been properly prepared, into this the contents of several caldrons of molten metal were simultaneously poured, and the casting made. Some idea of their great size may be formed when we state, that lying on their sides on the ground, a man with his hat on may walk through without touching the upper side; and that a table and seats, calculated to accommodate eighteen persons, were laid in one of them. The engines, when erected and put together, will be upwards of 50 feet in height. The machinery for the screw propeller is being made by Messrs. Watts of the Soho Foundry, and will be of similar gigantic proportions. To set in motion this powerful machinery, there will be twenty vast furnaces and as many boilers, the smoke and waste steam of which will be carried off by five funnels. The boilers and furnaces will occupy five of the central sixty feet compartments, of which we have already spoken, and the engines will be placed in two others. The weight of the entire machinery will be about 3000 tons, and of the hull 10,000 tons—making 13,000 tons. She will carry, in addition, eighteen thousand tons of coal and merchandise, 1000 first-class, and 1600 second class passengers, and her measurement capacity gives her something like 25,000 tons burden! Notwithstanding her enormous dimensions, her draught of water will be comparatively small—not exceeding 20 feet when light and 30 feet when fully loaded. When afloat, she will present an appearance very different from that of any merchant-ship yet built. She will carry five or six masts and five funnels, and will resemble a huge three-decker, like the *Duke of Wellington*, only that she will be nearly three times the *Duke's* length. The three decks appropriated to passengers will rise, tier above tier, to a height of 35 feet out of the water; and the rows of port-holes will, at a little distance, present the appearance of a formidable battery of heavy artillery. She will be ready for launching this year, and will be sent into the water, broadside in, upon two enormous ways. Her cost will be upwards of £400,000, or $2,000,000.

One of the great features in this gigantic undertaking is, that the vessel will carry coal for the whole voyage out and home; and the quantity required may be guessed at when we state that her voyage will be round the world. The great cost of coal has hitherto been the obstacle to the profitable employment of steamships on long sea-voyages. Coal will be put on board this leviathan at about 10s. per ton, while the cost of this necessary article at the Cape of Good Hope and Australia varies from £2 10s. to £5 per ton, to say nothing of the impracticability at times of procuring a sufficient supply at any price, and the loss occasioned by the delay in coaling, and the risk to the vessel. It is this which has hitherto prevented the ordinary class of steamships from competing successfully with sailing-vessels in the Australian trade; and at the present moment there are only two steamships trading between England and Australia. Clipper-built ships can run the whole way from England to Port Phillip without stopping, unless short of water, or compelled to touch at some port for some other emergency. Another important object which the company expect to achieve by the construction of this large ship is, that they will obtain a speed far superior to that of any vessel now afloat. At the recent meeting of the British Association in Liverpool, Mr. Scott Russell demonstrated that length was one of the essentials of speed; and he believes that it will be so easy to propel this vessel at eighteen or twenty miles an hour, as one of the ordinary size and dimensions at twelve miles an hour. Up to a recent period, our naval and mercantile ships were built with round bluff duck's breast bows; and when any attempt was made to propel them at great speed, they heaped up a mound of water before them, which no power of sails or steam could drive the vessel through at a rapid rate; in fact, the greater the attempted speed, and the more powerful the machinery, the greater was the resistance. At length the idea suggested itself, of making the water lines of the ship correspond with the waves of the sea, by means of which she should gently and gradually divide the particles instead of convex, therefore, fine hollow lines were substituted; and the broadest part of the ship was gradually removed from near the bows to within a third of her length of the stern. This form, which completely reverses the old model, has within the last twenty years been universally recognised and adopted in Europe and America; but it is by no means new. The old London wherries were built on this principle; the Indian boats, which are the finest of their class in the world, and the Turkish caiques, were all constructed with the lines; and Mr. Scott Russell has reduced the form and speed to mathematical principles and calculation. Entering-lines, 24 feet long, will give a speed, under ordinary circumstances, of 8 miles an hour; to obtain 16 miles an hour, the entrance-lines must be 100 feet long, and to accomplish a speed of 24 miles an hour, the ship must be upwards of 400 feet in length. This is the secret of the speed of the *Himalaya* steamship, which has the greatest speed, with the smallest expenditure of steam-power, of any vessel of her class; and this will be the secret of the success of our leviathan steamship.

As she now lies on the river's bank she is apparently one of the most unwieldly-looking misshaped masses to which the term 'ship' could be applied. On the water, she will present the appearance and form of the finest and fastest clipper, and will cut through the water with comparatively little resistance. If any of our readers will take the trouble to mark off upon a sheet of paper a length of seven inches and a [illegible], and at a distance of about [illegible] [illegible] [illegible] fit work [illegible] by [illegible] in thirty days [illegible] and return by [illegible] in [illegible] days more [illegible] making the [illegible] in two months [illegible] [illegible] [illegible] which [illegible] not [illegible] at the time she was [illegible] to be constructed.

[illegible] in that, in consequence of her great speed, extreme sharpness, and the solid, substantial manner in which she has been built, she will prove without carrying an ounce of gunpowder, or a single warlike weapon on board, one of the most formidable engines of destruction ever devised. The most powerful three-decker that ever floated would be cut in two, and broken up like an egg-shell, if the leviathan with her tremendous "weight of metal," of some twenty five or thirty thousand tons, her sharp wedge-like bows, and a speed of twenty miles an hour, were to run full tilt at her while lying like a helpless log on the water; and so firmly will she be bound and knitted together, that there is every reason to believe she would herself escape uninjured. Without entering further upon these sanguinary speculations, we may hope that the year 1856 will witness the completion of one of the most magnificent specimens of naval architecture the world has ever yet beheld.—*New York Commercial Register.*

The Imperial Babyclothes.—The imperial *layette* is at this moment the most attractive exhibition in Paris. The public is admitted to see it by tickets which Mdlle. Felicie gives to any respectable persons for the asking. All yesterday and to-day the Rue Vivienne and the Place de la Boerse have been blocked up by gay carriages, belonging to fashionable people, come to see the swaddling clothes. It takes an hour on an average to get in, from the moment of taking up one's position at the tail of the *queue*, as long as the sea-serpent, which extends through the court yard leading to Mdlle. Felicie's door and far into the Rue Vivienne. The vast majority of those who press to see this remarkable sight are ladies; and of these, English ladies form a very large proportion. The first thing that strikes one on entering the rooms where the two complete infantine *trousseaux*, masculine and feminine, have been laid out by Madlle. Felicie with exquisite taste, is the amazing superfluity of the outfit. There are napkins, frocks, chemises, petticoats, jackets, wrappers, hats, bonnets, shoes, drawers, cloaks, mantelets, capes, talmas, muffs, collars, socks, stockings, flannels, rattles, pillows, and hosts of nameless articles pertaining to a nursery, enough to set up a foundling hospital. But when the costly material and delicate workmanship of every one of these articles is considered, the mind, perplexed to think what they can all be wanted for, might fancy that some political convulsion had driven all the sovereigns of the world to one place of refuge, and that this was the common and simple wardrobe of all the royal babies in existence. It never can be expected that any prince or princess will actually wear a tithe of the things here provided. Some of Mdlle. Felicie's assistant artistes walk about the *salons* and answer all questions with graceful *empressement*. Although everybody will have it that the child is to be a prince, and although the statistical doctrine that the chances are fully equal that it will be a princess is scoffed at. I suspect that Mdlle. Felicie would not be greatly disappointed if it were, after all, to be a girl. She seems to have more especially lavished the cunning of her art upon certain darling little blue bonnets, which it were a pity to think would never be wanted.—*Paris correspondent of the Daily News.*

The Emperor Louis Napoleon's Works.—The third and fourth volumes of the works of the Emperor Louis Napoleon have just been published. They are by far the most interesting volumes, as they are the conclusion. The third volume contains the letters, speeches in the assembly, addresses to the electors before the nomination of the Emperor to the presidency of the republic, as also his letters, proclamations, messages to the assembly, and speeches in public, from the 20th of December, 1848, of the coup d'etat, 2nd of Dec., 1851, and from this date the allocutions, &c., of the Emperor to the day of the entry of the Imperial Guard on its return from the Crimea. The Emperor has made some progress in a large work entitled "*Du Passe et de l'Avenir de l'Artillerie*," but not having time as yet to complete it, the 4th volume now published contains copious extracts from his MS., and may in fact be considered as a copious summary of the large work. It gives the history of that invention from 1328 to 1638, and the effect produced by it in the many battles in which fire-arms were used between those periods. The publication has excited a good deal of interest in Paris, as independent of the exceptional fact of a sovereign publishing his own works, people are curious to ascertain from them the secret springs of the imperial policy. The subjects he treats are various; history, political economy, the military force, &c., are confessedly handled with a talent which is not among professional writers. The alliance between France and England imparts an additional interest to the work. It is said that the Emperor has ordered presentation copies to be sent to a number of his friends both here and abroad.—*Paris Correspondent of the Times.*

An Ingenious, Useful and Beautiful Invention.—A patent, the Philadelphia *Ledger* states, has just been granted to Mr. Israel Amies, of that city, for an ingenious, useful and beautiful invention, whereby he is enabled to emboss veneers for any kind of ornamental wood work, to represent elaborate carvings on wood, and dispensing with that comparatively slow and expensive process.—Veneers of plain or fancy woods, prepared by a process (described fully in the patent) and placed between dies moderately heated, submitted to pressure. One of the faces of the wood receives the pattern in relief, and gives it the appearance of an elaborate wood carving. The depressions caused by the dies on the opposite side of the veneer are filled up with a suitable plastic substance. This being dried, the embossed veneer is ready to be glued or otherwise attached to furniture. The veneer will neither split nor collapse, and the figures impressed upon it are so solidified by the pressure, that they may be rubbed and cleaned without danger of the ornaments being injured.—Work of the very finest quality, such as we see in the most perfect dies, and which no turning the lathe or carving tools could ever effect in wood are easily produced by this new process.

The cost of this embossing is so trifling, compared with carving, and the number of useful and ornamental articles to which it is applicable is so extensive, that it would be difficult to calculate the value of this invention, and its advantage to the manufacturers of ornamental wood work. It will admit of styles of embellishment never before attempted on parlor furniture, and greatly cheapen the work, so that articles finished in the highest ornamental style will be produced and furnished at less than present prices.

On Saturday Messrs. Scott & Sons, of Greenock, launched another of the mortar-boats which that firm is building for the Government. Like the former, this vessel is constructed in the most substantial and even ponderous manner. She is 900 tons burden, and her magazines will contain 1000 shells, with the requisite store of powder, &c.

A brass mortar was cast in the Royal Arsenal, Woolwich, on Saturday last, which when finished, will weigh seven tons, and is calculated to propell a 13-inch shell. This is stated to be the largest brass mortar ever cast, and severeal of a similar description are to be manufactured.

Hard Things to Do.—To convince a mother that her baby is ugly.

To persuade a young lady to extend the "mitten" to her beau who is worth a cool ten thousand.

To find a man who is not influenced in money.

To find a merchant who don't care about making more than cost and carriage.

These are hard things to perform; but it is much harder for an editor to sustain his paper when every man he solicits to subscribe, says:—"Perhaps I will after a while; I must wait and see how things get along."

A Nice Dish for Breakfast.—Take one egg and beat it up, add a teaspoonful of salt, pour into it about two thirds of a pint of water, then slice some bread, dip it in, and fry in a little butter. Serve warm, and you will find it an excellent dish.

[From the London Times.]

PROBABLE FRUITS OF THE CONFERENCES.

It will be unfortunate for Europe if the western nations suffer their minds to be relaxed from the high martial tone which they have lately assumed, by the probabilities of peace. Nothing has been concluded yet, and, notwithstanding the closeness affected by the assembled diplomatists, the fact has transpired that immense difficulties still lie in the way of settlement. The only real subject of congratulation to those who desire to promote the welfare of mankind, is the circumstance that the Anglo-French alliance has not been damaged by the machinations of Russia. The French government, in reality, is sufficiently enlightened to perceive that in the present state of the world no other alliance whatsoever could be half so advantageous to France. Very great difference, it is true, exists in the institutions of the two countries; but notwithstanding this, they have so many interests in common that it would be nothing short of an act of madness to separate them now, and force them into different courses.

No inference unfavorable to the conclusion of peace is to be drawn from the fact that, both Great Britain and France are still proceeding vigorously with their warlike preparations. On the contrary, the more ready we are for military operations the more likely will they be to prove unnecessary. Russia, from the earliest period of her history, has always, when practicable, shunned coming into collision with the strong, in order to engage in contests with the weak. Her proceedings are still regulated by the same maxims. She does not relax in her own preparations; she is drilling, disciplining, and hurrying immense bodies of troops towards Eastern Europe, that she may be in a position to strike a great blow at once, should the negotiations prove unfavourable; and did she not observe the same alacrity and vigour in the allies, her arrogance and presumption would be greatly augmented, together with inclination to give those material guaranters, without which a treaty of peace would be a mischevous delusion.

We must not, moreover, conceal from ourselves the fact that Austria exhibits less enthusiasm than she did a short time ago. Count Buol, to those who watch his conduct, language, and demeanour, appears less inclined to press hard conditions on Russia. It is, nevertheless, quite possible that considerations not directly connected with politics may greatly influence his proceedings, for we learn, incidentally, that both Austria and Prussia are anxious to enter into commercial arrangement respecting their trade with the kingdom of Poland, and, if they can discover the slightest probability of modifying the Russian tariff in their own favor, their eagerness to insure the peace of Europe will be very considerably diminished.

On the other hand, Russia has made important discoveries, which will tend materially to diminish her ardour for war. In all parts of the world, England, since the contest began, has augmented her influence by giving fresh proofs of her growing power. While her strength was exclusively developed in commerce and industry—in civilization at home, or in planting new settlements in distant parts of the world—it was extremely possible, even for judicious statesmen, to misunderstand her character and underrate her resources. But it is impossible to resist the conviction produced by facts. Without anything deserving the name of a standing army, and in the teeth of immense difficulties, England, in the course of two years, has brought together an army of forces which must appear formidable, even to the greatest military despotisms. Her population is not willing to lay aside profitable callings, in order to apply themselves scientifically to the destruction of their fellow creatures; but if once they are persuaded that it is necessary for self-preservation, they speedily determine upon pursuing a new course. Irritated at the interruption of their industry, they take up arms, and dealing heavy blows right and left, soon convince those who have compelled them to act thus that they are not to be bullied with impunity.

In this peculiarity of the English character Russia discovers a strong reason for putting an end to the war. But the arguments of prudence would, in all likelihood, have told with much greater force upon her a year hence. Her exhaustion is not yet complete; she possesses an abundance of men, and the fanaticism of the Greek clergy is still able to excite the serfs to take the field. What is wanting is cash. Russia has never been very lavishly supplied with that article, notwithstanding the boasts her partisans have made about the produce of the Ural mines. She is still deficient in that kind of wealth which a government can devote to the carrying on of a distant war. The advocates of Russia have generally confounded two things totally different—namely, the maintenance of an immense population at home, and the means of transporting that population several thousands of miles, and concentrating it in arms, upon a particular portion of the frontier. The latter Russia does not possess; the former she does, and this view of the matter appears to have been at length adopted, reluctantly enough, no doubt, by the Emperor Alexander II.

In these facts we may discover many reasons why Russia should desire peace at the present moment; and that she does desire it, is clear from a variety of circumstances. Her ambassadors, in every part of Europe, are eagerly proclaiming in all societies that hostilities are virtually at an end. Too much stress, however, should not be laid on their declarations, for Russian diplomacy is capable of putting in practice the most consummate craft in the service of the Czar.—If Russia be secretly determined on carrying on the war, nothing would be more likely to further her designs than the general belief that peace is certain. Even statesmen soon become weary of great and continued exertions, and their own inclinations would consequently prompt them readily to give credit to rumours predicting the approach of that state of things which they desire above all things, to see established. The same observation is still more applicable to the majority of the people. War is costly—requires great sacrifices—trenches upon the comforts and conveniences of most persons—exposes friends and relatives to the risk of death—and, regarded simply in itself, is a source of unmitigated evil. Nothing, therefore, can be more natural than the desire to put an end to it. If, therefore, you can persuade the public that no more sacrifices will be required of it, you evidently [illegible] antagonist in useful action. Russia has played upon these vulgar [illegible] more than once, and derived immense advantages from her policy. But we are not to be deluded in the same manner. We want no [illegible] peace is desirable; but, in order to enjoy the blessings which the latter brings along with it, we may perhaps be called upon to endure the privations, fatigues, and sufferings which the former imposes upon nations.

Should the conferences terminate in the pacification of the world, we shall be among the foremost of those who rejoice; but we are not yet thoroughly persuaded that this political millenium is at all certain to begin just yet. We have to do with a very crafty and unprincipled enemy, and we are acting in conjunction with lukewarm and slippery friends. Let our preparations, therefore, for carrying on the war be on a prodigious scale, and pushed forward with unrelaxed vigour. This will be the strongest possible argument in favour of peace, since, to avert from herself those calamities which Great Britain will be able to inflict upon her, Russia may consider it wise to restrain her ambition for the present, and divert her attention from the annexation of the Ottoman empire to the cultivation and development of her own internal resources. But we shall deceive ourselves, if we imagine that anything has hitherto been settled. The greatest possible mystery and uncertainty brood over the diplomatic contest in Paris, and another fortnight or more may elapse before we can ascertain whether Europe is to be again deluged with blood, or be solaced or revived by the sight of the olive of peace.

CRIME IN IRELAND.

The following statistical facts, brought forward by the Rev. Alexander Dallas, in reply to Dr. Cullen, may be quoted for the edification of the Tablet, as showing the extent to which Roman Catholicism is responsible for crime in Ireland:—"Where there are sixteen people in Great Britain, there are five in Ireland. This being the proportion of the population, if the moral condition of the two countries were precisely the same, the parliamentary returns of crime, would show that, for every sixteen offenders in Great Britain, there are five offenders in Ireland. What do these returns actually show? This question may be easily answered by any person who refers to an important document in *Thom's Directory*, for 1856, page 135. It gives the facts relating to crime for the year 1853, and they present the following results:—The number of persons committed for all offences in Great Britain was 30,813. The proper proportion for Ireland at the rate of the population, that is five for sixteen, would be 9,629; but the actual number was 15,144. When we look a little closer in order to ascertain the degree of evil, as well as the number of evil-doers, we find that the number of graver offenders against the person or against property with violence in Great Britain was 5,295, being 3,796 in England and Wales, and 1,500 in Scotland. The proper proportion for Ireland, according to the population, would be 1,655; but the actual number was 3,826, which is more than the whole number of such criminals in England and Wales. Yet one step further will make the matter still clearer. The law is rarely allowed to proceed to the extremity of capital punishment. There were eight executions in England and one in Scotland in the year referred to, making a total of nine. The proportion for Ireland would be three to maintain an equality in moral condition. But the number of executions that actually took place in Ireland in the same year was nine, the same number that had taken place in whole of Great Britain.

THE WORKING OF MORMONISM.

There is a woman now in St. Louis who has been made a victim of Mormonism, to whom, says the St. Louis *News*, we desire to invite the attention, and in behalf of whom, we wish to enlist the sympathy of the philanthropic. Her name is Parsons. Ten years ago she was living happily with her husband, who was a clever shoemaker, in London, comfortable in circumstances, and blessed with domestic peace. About that time the husband became a convert to Mormonism under the influence of the preaching of the proselytes of the Church of Latter Day Saints, who were strolling over England and Wales. Of course his wife received and embraced the faith, too—the abominable doctrines of polygamy being sturdily denied by those who pretended to be the orthodox expounders of the creed. Her husband abandoned his trade, and turned preacher, travelling over France and England, to disseminate the Mormon doctrines. Things went on till she came to America, about a year ago, on her way to Utah, with a company of Mormon emigrants. Her husband remained in Europe, to superintend the embarkation of other emigrants, and promised to meet her in St. Louis. When the poor woman arrived here, she found no provision made for her support, and no arrangement for her passage across the plains. She was, therefore, compelled to seek employment to earn a scanty support for herself and her starving children. By stitching shoes, she managed to live through the winter, and in the spring her husband arrived, and proceeded forthwith up the Missouri river to the Mormon encampment at Atchison, in Kansas territory, commanding her to follow. Devoted in her attachment to her brute of a husband, and trusting sincerely in the Mormon faith, as represented to her, she embarked on another boat, and reached Atchison, in quest of her husband. There she found him, living in a tent with two women, to whom he had been spiritually 'sealed.' Her feelings and condition may be better imagined than described. She was crushed and heart-broken. She endeavoured to induce the brute to abandon his mistresses and protect her, but she was spurned by him, and he intimated that she must shift for herself. She represented her case to the essential chief, and urged him to see her righted; but that precious disciple told her that she was a stiffnecked reprobate, stinking in the nostrils of every good Mormon. Heartbroken and despairing, she took her two children, and made her way from the camp, five miles to Atchison, where she stated her case to a generous citizen. He promised to protect her, and aided her in getting on board the F. X. Aubry, then on her way down the river. She had but three dollars, which she offered to the captain for her passage to St. Louis; but he, like a generous man that he is, brought her down for nothing. Information of her situation reached the ears of two or three charitable ladies of the city, who secured a place for her in the Home of the Friendless, and provided a temporary retreat for her children.

A large number of boxes of tobacco, about 20, are now lying in the [illegible] office, Balaklava. They are a present to the army from the Queen, and the Commander-in-Chief has determined upon giving it as prizes for the best rifle-shooting.

The Chronicle.

SAINT JOHN, N. B., April 11, 1856.

Since our last issue the steamer [illegible] arrived at New York, bringing three days later intelligence from Europe. News not of importance. It was rumored that the treaty of peace would be signed on Easter Monday. In the event of delay, the armistice would be extended to the 30th April.—Breadstuffs very dull. We were in hopes to have been enabled to publish later intelligence by steamer *Cambria*, due at Halifax, yesterday, but up to the time of our going to press 11 o'clock, she had not made her appearance.

OUR RAILWAYS.

Bills authorising the completion of a sufficient number of railways "to girdle the Province" will very speedily become the law of the land; a batch of these truly interesting documents having already received the sanction of two branches of our progressive legislature, under the direct promise of harmonious action on the part of the executive.

There was a time when even the word "Railways" produced an agreeable sensation. We associated this modern system of loco-motion with a healthful progress, and a prosperous condition of all the elements which constitute the stability of our country. Such feelings were enjoyed by ourselves in common with the great mass of our countrymen, when the conduct of the projected enterprise was marked by prudence and forethought, and based upon a careful and enlightened estimation of our present and prospective means to attain the end.

Now, alas! we entertain doubts and forebodings of a gloomy complexion. The cost of the "girdle" in view will become so enormous that long before it encircles the body of New Brunswick, it will, we fear, be abandoned as a hopeless thing, whilst ruin and decay will stare us in the face, and become the heritage of posterity.

In a new country the desires of the people should be reasonable, and proportioned to their means of realization. If desire is thus subdued, credit will be maintained; work will be the more economically and satisfactorily performed, and it will only become a question of time, for the most sanguine among us to become perfectly satisfied.

When we contemplate the stupendous projects now before us, super-added to the vast sum we have volunteered to pay Jackson & Co. for not completing their contract, we shudder at the prospect. The people, too, will bear in mind that the enormous burdens we are doomed to encounter are not the result of a spirit of mistaken patriotism, or an overweening but erring desire to advance the present and future prosperity of the country.—Could we be assurred that such were the case, we should be among the first to give credit to the executive for manifesting good intentions, whilst we endeavored to find a cause in the frailty of human nature for their want of a far-seeing sagacity—but, alas! we are not called upon for this exhibition of amiable forbearance. A love of place and power with their attendant emoluments will readily account for the extravagant conduct of the members of the government, and after the experience of their weakness, during a few weeks past, we do not question that, should another issue be tried as that which recently occupied the attention of the lower House, far greater concessions would be made to the different localities of the Province than those which they are soon to enjoy, rather than the Eutopian "girdle" of the Attorney-General should be abandoned.

We have frequently heard the opinions of some of the most disinterested and enlightened men of the Province, of our present wants, so far as the construction of railways is concerned, and they may be thus concentrated:—

"Complete the St. John and Shediac railway to the exclusion of all other projects of the kind, and thus we shall have a profitable line, and not be seriously burdened by raising the means for paying for it. We shall then command the business of 60,000 of our countrymen, located on the shores of the Gulf of Saint Lawrence,—a goodly portion of trade with Lower Canada will present itself,—whilst 70,000 men, women and children, residing on Prince Edwards' Island, will add materially to the business of the railway by contributions from various sections of that beautiful country. Let Mr. Fisher's 'girdle' stand over for future consideration, until his grandsons are old enough to take a part in it—when they, and those of their generation, will not be ashamed of the reckless extravagance of their departed forefathers." So say we.

DOMESTIC MANUFACTURE.

Our attention has recently been called to the Piano manufactory of Messrs. Kenney & Scribner, of this city, who are just now turning out, and have in course of construction, several instruments of the most elegant description. The work in these pianos is most substantial, and faithfully executed, and the selection of materials the very handsomest and best; and taken altogether they cannot be viewed but as possessing qualities quite superior to any imported articles of the kind at the same cost. Both Messrs. Kenney and Scribner are workmen of no ordinary abilities, and we feel confident in saying that the purchasers of their work will not fail to be satisfied in their selections; besides they will have this additional pleasure of having contributed to the true wealth of the country, in giving preference to articles of Domestic Manufacture. We are fully aware that an unwarrantable prejudice exists in all countries against home made goods, but we are, at the same time, convinced that an inspection of Messrs. Kenney & Scribner's stock will convince the most skeptical, that in every respect—for beauty, solidity, touch, tone, and cost—they are quite superior to the very best imported.

Extraordinary Preservation.—A schooner, called the *Lightfoot*, of fifty tons burthen, laden with fish and lumber, left the outport of Liverpool, N. S., for Barbadoes, on the 4th of March last, with the owner on board, Mr Robert Harlow, acting in the capacity of [illegible]. On the night of the 12th, during a heavy gale, the schooner was upset, and [illegible] were washed overboard excepting Mr Harlow. On the next morning, the schooner's mast being broken off close to the deck, she righted, full of water. Harlow had previously lashed himself to the rails and he remained in this position, up to the waist in water, being frequently submerged altogether, until the 17th ultimo—five days—without a morsel of food or a drop of fresh water, when he was taken from the wreck by a boat from the *Thames*, Captain Calhoun, and brought to this city on Monday last.—The poor fellow, when taken on board the *Thames*, although sadly prostrated in body, was perfectly happy, and talked as if he were at home with his wife and children—where he imagined himself to be—his mind being sadly impaired by his intense suffering. A gentleman, who saw Harlow on Monday, and conversed with him, informs us that he had little or no knowledge of his pitiable condition after the first twenty four hours, and although he looked pale and worn, yet he had nearly regained his health. He [illegible] to his home in a Nova Scotia schooner on Monday night last.—*Courier.*

☞ The Legislative Council have passed the Railway Bills, by a majority of five. For particulars, see proceedings of 9th inst.

[illegible]

Portland, April 8, 1856.

Nautical Magazine.—We have received, from the publishers, Griffiths, Bates, & Co. the April number of this very superior periodical. As usual it contains a large amount of original and valuable information, in reference to the modern construction of ships, and we strongly recommend the work to the patronage of ship-owners and builders.—Agent for this city, Messrs. Barnes, & Co.

☞ In our impression to-day will be found an interesting account of the ship-yard and works of Messrs. Scott, Russell, & Co., London, and of the mammoth iron ship which they are constructing. The *State of Maine* says:—"The great steamer is making rapid progress toward completion, and that the suspension of the firm of Scott, Russell, & Co. caused only a temporary interruption of the work. The Eastern Steam Navigation Company is rich and influential. They took a lease of the grounds and works where she is built, as a measure of precaution against all possible chance of the failure of the contractors, so that the work has gone on with but a slight temporary delay. The cost of the vessel is estimated at one million sterling, and the mere cost of launching her at £40,000. This is to be done by excavating the ground beneath her and letting her drop into the water at she lies.

We learn from Mr. Bellhouse who went out with Captain Harrison, that the report of the latter, upon the comparative advantages of Portland and Boston Harbors, for her station terminus is full and amply in favor of Portland. Her destination for the first trip is Portland, and it is believed that she may make this her permanent route.

As to the time of her readiness for the first voyage it is impossible to speak with exact certainty, from the vastness of the undertaking in constructing her. We are pleased to hear that some progress is making toward building the wharf in Portland, and that the piles are already being gathered on the line of the Grand Trunk Railway. The location of the wharf will not be determined on till the arrival of A. M. Ross, Esq., Engineer of the G. T. Railway, who is at the present time in Toronto.

The regular quarterly meeting of the St. George's Society of this city, was held on Monday evening, when the following gentlemen were elected office-bearers for the ensuing year:—William Wright, Esquire, *President*; William Ellison, Esquire, *Vice President*; Charles Briscoe, Esquire, *Treasurer*; Rev. W. Scovil, and S. L. Lugrin, and T. W. Daniel, Esquires, *Standing Committee*; Rev. W. Scovil, *Chaplain*; T. E. G. Tisdale, and W. J. Starr, Esquires, *Auditors*. The Society, we are glad to learn, is in a very flourishing state. Over £500 was collected and expended during the past year, and there is a considerable balance now in the Treasurer's hands, besides a bond of the City Corporation for £100. The members also are rapidly increasing, which is perhaps the best evidence of its prosperity.—*Church Witness.*

The closing lecture of the course before the Church of England Young Men's Society, will be delivered on Friday evening at the Mechanics' Institute, by Mr A. W. Savary, on "The rise and early progress of Christianity." The admission will be free.—*15.*

New Vessel.—A handsome barque called the "Crocodile," was launched on Wednesday last, from the building-yard of Mr. James Thos. Smith, Courtenay Bay. She was built under the inspection of Lloyds' surveyor, to class seven years, and measure 373 tons register, and 466 tons old, or carpenters measurement. She is owned at present by Mr Smith, and has been built for sale.—*Courier.*

Farmers take Example.—We are indebted to the politeness of Charles Perley, Esq., for the following information in reference to a crop of Wheat raised on his farm the past season. He had his ground—nine acres and a half—put in a good state of preparation; and having experience in the ravages committed by the weevil in former years, he determined not to subject himself to the like failure again. He delayed until the 24th May, when he sowed 19 bushels of wheat on the quantity of the land above mentioned; the result has been a yield of 244 bushels of excellent quality, weighing 61 pounds to the bushel and producing 42 pounds of flour, after the toll had been deducted. A neighboring farmer determined to follow the practice of Mr. P., sowed his wheat on the 25th, and had an excellent crop, while his neighbors, fearful of early frosts, sowed early in the season, which in every instance proved a failure. Mr. Perly informs us that he imputes the success of his crop to the lateness of sowing, and says that he would advise all others to try the experiment, and thus avoid the weevil.

Mr. Perley has enabled us to give the public the benefit of his practical experiments which are certainly of more value than the many speculative theories that are going the rounds of the papers. Farmers would do well to test the experiment fully and if they have any doubts as to their results in their different localities, let them sow a portion at least, about the time mentioned by Mr. P., and compare the results with the produce of an earlier sowing; by this means they can satisfy themselves in reference to the best course to be pursued in future.—*Carleton Sentinel.*

Pauperism in New York.—An interesting report of Pauperism in the State of New York has just been presented to the Legislature. It embraces the following results:—County paupers, 34,[illegible]; town paupers, 15,[illegible]. Total number received and supported, 204,161; temporarily relieved, 175,[illegible]. Expenses of county poor houses, $[illegible]; expenses of temporary relief, $[illegible], making a total expense in the State, for the year ending 1st December, 1855, of $1,[illegible]. The nativity of paupers is given as follows:—United States, [illegible]; foreign born, 119,[illegible].

Surgical Operation.—Dr. J. R. Lord, of this city, assisted by Dr. J. Lord, Sen. and students, performed amputation at the knee joint on Monday last, being, so far as is known, the second time it has been done in this State. It was performed in this country by Dr. Nathan Smith, of Brunswick, in 1824. Dr. Parker, of New York, reports twelve cases occurring in American practice, and it is now considered a very valuable addition to the resources of surgery, in making a much better stump than can be made in the usual manner.—*State of Maine.*

The Imperatrix steam transport arrived at Spithead on Tuesday morning, from Balaklava, with the residue of twelve companies of the siege train, numbering 750 men. They bring home their guns and various stores. The Imperatrix is ordered to proceed immediately to Woolwich to disembark the men she has brought home.

Fever in the Crimea.—A letter in Le Nord from St. Petersburg, says:—"We have just received sad news from the Crimea. Several young people of rank, sent by the government and [illegible] family to the assistance of the unhappy victims of the war, have been seized with typhus fever, and one of them, Count Pahlen, has been carried off.