

of this fearful blow is now giving place to the feelings of pain and grief.

It is reported that decomposition of the body of the deceased Emperor began so quickly, that the ceremony of lying in state had to be dispensed with. The Emperor accompanied the remains, and stood as chief mourner in the chapel accidents, where they were placed. After remaining a week, the body was then to be conveyed to the chapel for another week, and finally deposited in the tomb of the Imperial family on the 29th.

The electric telegraph announces the decease, at the age of 67, of Don Carlos, brother of Ferdinand VII., of Spain, and many years claimant in arms to the Spanish crown. Don Carlos has long ceased to possess political importance, having ten years since transferred to his son, the Comte de Montemolin, those pretensions which, in one of the most savage wars ever known, he failed to vindicate. He has many years resided in privacy at Salzburg.

Baron Charles de Rothchild, of Naples, is dead. Intelligence has been received in Madrid that Don Juan, brother of Count de Montemolino, has disappeared from London, and it is reported that he is on the frontier.

Baron von Prokesch, who was travelling in the Holy Land when the present Emperor of Austria was born, sent to Vienna a barrel of water taken from the river Jordan, and consecrated at Nazareth. Part of it was used at the Emperor's christening, and the rest preserved by the baron, who again placed this consecrated water at the disposal of the Emperor for the baptism of the infant archduchess last week.

General de la Marzora, who had returned from London, has left Paris for Turin, to take the command of the Piedmontese army which is about to embark for the Crimea.

The Cologne Gazette contains a letter from Odessa, which states that the aspect of the place was quite melancholy. All the inhabitants whose fortunes permitted them were quitting the town for the interior of the country, as a bombardment by the allied fleets was considered quite a certainty.

The Baltic Fleet are ordered to muster at Spithead, on Tuesday the 27th inst.

The Etna, screw steam transport, has left Liverpool with further large supplies of clothing for the soldiers in the Crimea, prepared by Mrs. and Miss Chesney, of Packolet Kilkeel.

The Conqueror, a new screw steamship of 100 guns and 800 horse power, is to be launched at Plymouth the first spring tides in May.

Lord Dundonald informs us, through the daily papers, that he has again made a movement in order to get his plan for destroying Sebastopol or Cronstadt "in one day" by some secret means unknown to any but himself and a few other persons sworn to secrecy, adopted by the Government. He has drawn up and presented a petition to Parliament; in which, after reciting that a secret commission appointed to inquire into his plan by the Prince Regent in 1812, reported favourably of it, he prays the house to institute another and more searching inquiry. Lord Dundonald engages himself to subdue any amount of iron-bound floating batteries, even were they added to the defence of Cronstadt.

CANADA.

OPENING OF THE GREAT RAILWAY SUSPENSION BRIDGE AT NIAGARA FALLS—UNION OF THE UNITED STATES AND THE CANADAS.—A special train left Hamilton, C. W., yesterday morning, for the purpose of crossing the Suspension Bridge, being the first train that has passed over this magnificent triumph of engineering skill. The Managing Director of the Great Western Railway, the Vice President, and the heads of the several departments, with their invited guests, arrived at the bridge about 1 o'clock. The passenger engine and tender, crowded with people, crossed over to the American side, and after returning, one of the mammoth English freight engines made its appearance on the track, gaily decorated with the British and American colors,—flying in honor of the union of British America and the United States—and crowded with the novelty and excitement-seeking spectators. At the moment that the colossal engine entered upon the Bridge, the crowd united their voice in singing "God Save the Queen!" and as it passed to the centre, three hearty cheers were given and responded to by the delighted multitude on both the American and Canadian sides of the river.

The train then proceeded to the American side where—British mingling with Yankee voices—"Hail, Columbia;" and "Yankee Doodle," were sung with the same heartiness and spirit that had characterized the singing of Britain's national air.

The opening of this mighty and magnificent structure—well worthy of being classed with the world's wonders—really forms an epoch in the history of the world. It united with strong iron bands two countries—to the intelligence and enterprise of whose inhabitants the bridge owes its existence, and stands a fitting monument.

The prediction, by that justly celebrated engineer, Stevenson, that no wire suspension bridge could ever be used for railway purposes, has, as was creditably asserted by the projectors of this enterprise, been proved erroneous. He must have looked with a fear-

ful eye from his own favorite Tubular Bridge upon this great design, and allowed his professional prejudices to warp his excellent judgment. The bridge proves to be all that its accomplished engineer, Mr. Roebling, has claimed for it, and will undoubtedly sustain the weight which we give in figures below. Its strength, indeed, can never be fully tested, the weight of a fully laden train being but a trifle in comparison to its capacity. A train of eight cars, locomotive and tender, weigh but about 180 tons; this being only one-sixtieth of its immense capacity.

The influence that this union of Railroads will have, both in a commercial and social point of view, can hardly be over estimated—judging from the enormous traffic that already seeks this delightful and expeditious route under the heretofore existing want of connections with the Railways terminating at the Bridge.

The Railway portion of the Bridge, is, we understand, leased and controlled by the Great Western Railway Company, and has laid upon it tracks of three different gauges, viz.:

- The "N. Y. Central," 4 feet 8 1/2;
  - The "Elmira, Canandaigua, and N. Falls," 6 ft.;
  - The "Great Western," 5 ft. 6 in.;
- thus affording facilities for the transit of passengers and freight from all the different lines.

The following statistics will give some idea of the Great Bridge and its capacity, from which some interesting calculations might be made, such as total length of wires, &c., &c., but these must be reserved for a future occasion.

- Length of span from centre to centre of towers, 322 feet.
- Height of tower above rock on the American side, 88 feet.
- Height of tower above rock on the Canada side, 78 feet.
- Height of tower above rock on the floor of the Railway, 60 feet.
- Number of wire cables, 4.
- Diameter of each cable, 10 inches.
- Number of 9 wires in each cable, 3658.
- Ultimate strength of cable, 12400 tons.
- Weight of superstructure, 750.
- Weight of cable and maximum loads, 1250 tons.
- Maximum weight the cable and stays will support, 7300 tons.
- Height of track above water, 234 ft.

The Engineer, Mr. Roebling is, we understand, a German, and this, undoubtedly the crowning achievement of skill, will rank him amongst the greatest Engineers of his day. He has reared a monument of the greatness of his mind, which will be lasting as time.

This sketch has been very hastily written, and will convey but a faint idea of the enthusiasm that prevailed amongst the spectators on this interesting occasion, or of the wonderful structure whose opening for passage of the "iron horse" was celebrated. If any other inducement than the Falls was needed to attract the pleasure seeker, this bridge will surely afford it.—*Buffalo Express, March 7.*

FUNERAL OF THE LATE MRS. LETT.—In another column will be found the obituary, which it is our painful duty to publish, of HARRIETTE, the wife of the Rev. Dr. Lett, incumbent of St. George's Church, in this city.

The funeral took place on Tuesday last. His Lordship the Bishop of Toronto was present, together with the clergy of the city, and several of those in the immediate neighborhood, who attended as pall bearers. A considerable number of the leading parishioners and other friends assembled at the house; but the procession did not reach its full size until after it had left the Church, when its great length shewed how general are the grief and sympathy excited by the afflicting event. At 4 p. m., the procession moved from the house to St. George's Church, which had been put in mourning, and was filled with persons, on whose dejected countenances sorrow was very visibly depicted. All seemed grave and sad; many were in tears. We noticed particularly several of the poor, to whom the deceased was a kind and diligent almoner and friend, weeping bitterly. An affecting feature of the occasion was the presence of the little children now in the Orphan's Home, an institution to the establishment and management of which Mrs. Lett's best energies were devoted. The introductory sentences in the burial service were sung as an anthem by the choir, with much feeling and solemn effect. The psalms and the lesson were read by the Rev. T. S. Kennedy.

After leaving the church we observed that the shutters were put up before many of the shops on Queen street. In addition to the numerous carriages, there was a large number of parishioners and others on foot, and these walked the whole way from the church to St. James's Cemetery, where all that was mortal of the lamented dead was committed to "the house appointed for all living." The service at the grave was said by the Rev. H. J. Grasset, B. D., Rector of St. James's Church, and thus terminated the obsequies of one whose loss, universally regretted, is especially felt by the parish, and most severely felt (alas!) by the stricken husband and the eight young children whom she has left behind her. The loss sustained by the bereaved family is indeed a heavy one; yet, in addition to the supreme consolations of the Gospel, it cannot but be a rich satisfaction and solace to them that, on the part of sympathizing parishioners, kindness has done all towards healing the wound that kindness could do. Every anxiety that could be taken, off the mourner's mind was assumed; every office of love calculated to refresh the mourner's spirit was performed by affectionate parishioners, animated by a genuine temper of

Christian emulation in ministering to their pastor under so heavy a cross.—*Toronto Church.*

Collegiate.

KING'S COLLEGE, WINDSOR,  
Lent Term, 1855.

TERMINAL EXAMINATIONS.

Mar 27	Mar 28	Mar 29	Mar 30
10 A.M. 2 P.M.	10 A.M. 2 P.M.	10 A.M. 2 P.M.	10 A.M. 2 P.M.
<i>In Literis Humanioribus</i>	<i>In Disciplinis Mathematicis et Physicis</i>	<i>In Theologia</i>	<i>In Scientiis Naturalibus</i>
Crip. McColla, Moren, R. J. Uniacke, Jarvis.	Crip. McColla, Jarvis, R. J. Uniacke, Moren.	RANDALL, Crip. Jarvis.	Crip. Grindon, Tays, Moren, Braine.
Braine, Almon, Gray.	Braine, Bliss, A. E. M. Uniacke, Almon, Gray.	McColla, Moren, R. J. Uniacke.	McColla, Hill, Gray.
A. E. M. Uniacke, Bliss, Grindon, Hill, Tays, Green	Bliss, Grindon, Hill, Green, Grindon, Tays.	Braine, Grindon, A. E. M. Uniacke, Bliss, Tays, Green.	Bliss, Almon, R. J. Uniacke, A. E. M. Uniacke, Green.

THEOLOGY.

1. The subjects of Examination were the Original Scriptures, Old and New Testament, Evidences of Christianity, Articles, Liturgy, and Harmony of Gospel History.

CLASSICS.

2. Portions of Sophocles, Euripides, Thucydides, Demosthenes, Herodotus and Homer. Tacitus, Juvenal, Persius, Cicero, Livy and Virgil. The questions were set with a view to Elegance and Accuracy of Translation.

MATHEMATICS.

3. Hydrostatics, Optics, Astronomy with examples to be solved by Spherical Trigonometry, Conics, Statics, Euclid and Algebra.

NATURAL SCIENCE.

4. Powers of Matter connected with chemical changes, attraction, aggregation, crystallization, Heat, Light and Radiant Matter, Expansion, Specific Gravity, Chemical Affinity, Theory of Combination and Decomposition, Equivalents and Atomic Theory.

MODERN LANGUAGES.

5. The School of Modern Languages is revived and classes will be formed, both in the College and in the Collegiate School, for German, French, Spanish and Italian.

Rev. Professor Hill reports that "the moral behaviour of the Students has been excellent throughout the term." Professor Hensley testifies in his report most fully to the same effect. All the Professors have expressed their satisfaction at the general attention paid to the subjects of their respective lectures. Professor How in a detailed account of his department, dwells with gratification on the great interest with which his explanations in Natural Science have been received.

The Chapel lists have been carefully inspected and noted as usual.

The written exercises in each department daily, weekly and terminal, testify to the general diligence and assiduity of the Students.

J. C. Cogswell, Esq. B. A., has presented the College with a useful Manual of Chemistry just published in London. In this clear and comprehensive volume is compressed as far as possible, all that is essential to a general view of Chemistry in its relation to Medicine and general physiology, and it is particularly shewn how these Studies have been recently advanced by the aid of chemical investigations. The Author in his introduction expresses his obligations to Dr. Cogswell (B. A. of this University) for his valuable assistance.

GEORGE McCRAWLEY,  
President.

RECIPROCITY.—The Boston Times says:—

"The Secretary of the Treasury has issued a circular declaring that the following specified articles, decisions in respect to all of which, with the exception of the article laths, have been heretofore made by the department under the existing tariff act, are to be considered as manufactures of wood, and therefore not admissible to free entry, namely: beams, boards, planks, joists, whiggle; laths, laths, staves, hoops, headings, masts, spars, knees, canes, paling pickets, posts, rails, rail-ties, or any other articles of wood, entered under the designation of timber, or lumber, or otherwise if fully manufactured and fit for use as imported, or manufactured in whole or in part, by planing, turning, or any other process of manufacture other than bevel or sawing."