

was more an object of notice and interest than the largest armies that were ever assembled, and the mightiest revolutions that ever shook the world, considered merely in their temporal interests and consequences. Let the Christian be deeply concerned, in all his trials, to honor his Master before such observers.—*Cecil*.

DEATH OF THE RT. REV. PHILANDER CHASE, D. D. BISHOP OF ILLINOIS.

This aged and venerable prelate, the presiding Bishop of the House of Bishops of the American Church, died on the 20th inst., from injuries received some days previous, in a fall from his carriage. None of the Bishops of the Church have been longer in the field of labour, or was more widely known, both in this country and in England, and few will be longer remembered, "because of his work's sake."

He was born in New Hampshire, about the year 1775, of an old New England stock, and was brought up under congregational influences; his father having suffered severely at times, from the spirit that produced the blue laws in Connecticut. Disgusted at the peculiarities of Puritanism, he on arriving at years of discretion, found his way into the Church, and ere long was ordained to her ministry. The scenes of his early ministry were varied and far remote from each other.

At one time he was a missionary, the first except Father Hall, to carry the Church to the then wilderness of Western New York. From cabin to cabin, from hamlet to hamlet, he travelled, often on foot, and enduring patiently the greatest hardships. At another time he was rector of a rising parish at Hartford, where he continued for several years with great acceptableness. At another time he was in New Orleans, where he founded the first parish of the Church (Christ's Church) not long since under the charge of the Rev. Dr. Hawks. At length he was appointed Bishop of Ohio, and was consecrated in Philadelphia, on the 11th day of February, 1819. His Diocese was almost completely fresh ground, especially in church affairs, the church being almost as yet unheard of from Lake Erie to the Ohio river. With indefatigable labor, the Bishop—who had a constitution of extraordinary physical power and endurance—traversed his Diocese in all directions, exploring his way through pathless forests, fording unbridged streams, and everywhere seeking and finding the lost sheep of his Master's fold. He founded Christ's Church, in Cincinnati, the oldest and strongest parish in all Ohio. But from the first he was satisfied that the building up of parishes alone was not all that the great West required. Without a sufficient supply of clergy parishes could neither be built up nor maintained; nor could a sufficient supply be obtained from the East, for many reasons. He therefore determined to concentrate all his energies in the establishment of a College and Theological Seminary in Ohio, for the supply of the West. Means for such a gigantic undertaking could not be procured at the West, nor even at the East, where the General Theological Seminary (in this city) was hardly yet established on a firm basis, and needed all the nursing care the friends of the Church could bestow. He therefore sailed for England, where he at first was coldly received, but at length so gained the good will and esteem of wealthy members of the Church of England, that he returned with abundant means for commencing operations, and in a subsequent visit obtained a large additional amount for their completion.

In many minds in England, the feeling which he called forth amounted to a mingled reverence and enthusiasm, which some have thought it hard to account for; but it was owing to the mingled simplicity, piety, energy, and shrewdness of the Bishop, who, to the minds of young men bred up in all the refinement of a higher artificial society, looked upon him as the embodiment of their idea of a truly primitive and apostolic Bishop, who, while devoting his life to the Church, was not ashamed to help on his Master's work by laboring with his own hands. On returning from England, he purchased about a mile square of first rate soil near the centre of the State, which he determined should for ever be the College domain, so that all improper associations might be kept at a distance from the pupils, as well as a permanent landed endowment be gradually formed by the inevitable rise of property. The buildings were begun of stone, of massive proportions and extremely solid walls; for the Bishop was building not for a day, but for all time. Mills—saw and grist—a store, &c., were established, all of which helped to supply funds. A corps of assistants was procured, and pupils came in increasing numbers. But as years wore away, it became evident that the immense and successful labors of the Bishop did not ensure him cordial support from his Diocese, or proper assistants in his schools. At length he resigned the Episcopate of Ohio, and retired to a farm in the backwoods of Michigan. Here he labored partly at the plough literal, partly at the plough spiritual—from which, having once put his hand to, he was resolved never to turn back—and he made good progress with both, until he was called to take charge of the Diocese of Illinois, where there were then but two or three clergymen of the Church. In a double wagon, the gift of some liberal laymen of Detroit, he and his family crossed the prairies into the heart of Illinois, and although then an old man, the Bishop vigorously commenced a repetition of his struggles and triumphs in Ohio. Selecting a noble section of land in the centre of the State, he set out to England again, and again returned richly freighted with gifts for the

growing West. Jubilee College began to rise in noble rivalry of Kenyon. Throughout all the Atlantic States, too, the Bishop travelled, pleading the cause of his beloved Jubilee—the darling of his old age; and nowhere was he sent empty away. In vain did accidents seem sent to stay his course. Again and again, in his continued travels, was he thrown from coaches and carriages, and limbs and ribs were broken. Each affliction proved a blessing in disguise. Each broken bone seemed only so much more capital well invested, which yielded a rich and ready return. *Jehovah Jireh*—the Lord will provide—was the Bishop's motto, and he seemed to act on it with the most unhesitating confidence, nor was that confidence betrayed. Every difficulty was at last removed. The latest of all—a threatened loss growing out of a previous claim to ownership of some of the College lands—looked dark for some time, but was at length settled by compromise. His Jubilee College is left on a firm basis, and will doubtless be a blessing to many generations.

The growing bodily infirmities of the Bishop had made him anxious to secure an Assistant in his high office. But for several years he was disappointed. At length, however, in the election and consecration of his own chosen candidate, the Rev. Dr. Whitehouse, (late Rector of St. Thomas' Church, in this city,) the aged Bishop received the blessing he had so long desired. And after having welcomed his Rt. Rev. Assistant to the field of his future labors, he seemed to realize that there was little more left for him to do on this side of the grave. A fall from his carriage, at his time of life and in his state of health, produced injuries so serious that nature could not rally against them. He has gone to his rest; but not before he had accomplished a work and won a name, which those he has left behind him will not willingly let die.—*N. Y. Courier and Enquirer*.

News Department.

From Papers by R. M. S. Niagara, Oct. 27.

IRELAND.

SINGULAR FACT.—An inquest was held in Cork last week, on the body of William Duke, a carpenter, drowned in the Mardyke stream. While the body lay at the bridewell, poor Duke's wife and daughter called to see it before the inquest, and left the bridewell with tears and lamentations. They returned home, the inquest was held, and the jury came to a verdict "that the deceased, William Duke, was accidentally drowned." When the wife and daughter returned home, what was their astonishment to see him whom they thought they had just seen dead, alive and well, warning himself comfortably by the fire. The frightened woman refused to believe the evidence of their senses; and it was not until some neighbours called in and effected a mutual understanding between the parties that anything like quiet was restored. It appeared that the deceased was not Wm. Duke, who had been away from home, and had only that evening returned. Who the deceased was no one knows. Duke, on learning that he was supposed to be drowned, was exceedingly angry at the stupidity of his wife.

ITALY.

Great interest has been created here by the announcement that the Evangelical Association purposes sending a deputation to Florence, headed by Lord Shaftesbury, Count St. George's, and many other persons, to intercede with the Grand Duke in favour of the victims of religious persecution. Rosa Madiari is in the Ergastolo at Lucca; her husband, Francesco Madiari in the prisons, of Volterra. A Mr. Chapman, an English gentleman, who has all along taken a great interest in their case, has taken rooms at Volterra, and has received permission to remain with Madiari, who has suffered much, morally, since his captivity—The victims of shameful trial are, though kept in close confinement, otherwise well treated. M. De Remont, the Prussian minister, has already privately interceded with the Grand Duke in their favour; indeed, he expressed to his imperial highness that a commutation of their sentence would be considered as a personal favour by the King of Prussia. But all to no avail.

COLONIAL.

QUEBEC, 29th Oct.—Last night Mr. Young moved free trade resolutions in opposition to differential duties.—Debate, but no result.

Mr. Terrill, Member for Stanstead, died of cholera, and a messenger of the House. Several other deaths last night.

The House is in a panic, and will probably adjourn at once.

Mr. Cauchon, gave notice of motion on Wednesday next—Committee of the Whole, to consider the following Resolutions:—

1. That the Provincial Grand Trunk Railroad ought to comprise the whole distance lying between the Western and Eastern frontier of Canada, passing through Hamilton, Toronto, Kingston, and Montreal, thence along the North Shore of the St. Lawrence to Quebec, and following the Northern line run by Major Robinson.

2. That since the Provincial Grand Trunk Railroad is of the highest importance to the general prosperity of Canada, and the credit of the Province must moreover be pledged for the construction thereof to a considerable amount, it is, according to the spirit of our Constitution, essentially a government measure, and should therefore originate with the Executive.

3. That in order to set at rest all well founded apprehensions, and to secure to all parties in the country, the full benefit to result from the existence of a Provincial Railroad, the entire work of constructing it ought to be entrusted to one and the same body of Directors, in pursuance of one and the same law, and be executed as nearly as possible, at one and the same time on all parts of the line.

P. E. ISLAND

H. M. S. BASILISK AND THE SUFFERERS BY THE LATE STORM.—*Georgetown, 19th October, 1852.*—Dear Sir,—Annexed I beg leave to send you the copy of a Letter from the Hon. F. Egerton, Commander of Her Majesty's Steamship *Basilisk*, addressed to the American Consular Agent at this Port, on his learning that a number of American vessels were stranded at Colville Bay on last Friday night, which I think is well worthy of publication in the *Advertiser*.

I am, dear Sir, your most obdt. serv't.

HUGH MACDONALD.

To the Editor of the *Advertiser*, Charlestown.

HER MAJESTY'S SHIP "BASILISK."

MONDAY, OCT. 18.

SIR—I have this moment heard a report that some American vessels are on shore at Colville Bay, and that their crews are in a state of destitution at that place. I am about to proceed in that direction, and shall call in there on my way to ascertain the truth of the report, and whether I can be of any assistance if the report be true. I am sure I am only carrying out the wishes of the Admiral and of the Government in requesting you to let me know if any thing is needed which can be afforded by any of Her Majesty's Ships on this part of the Station.

I am, Sir your obdt. servant.

P. EGERTON.

To the U. S. Consul, Georgetown, P. E. I.

GEORGETOWN, 18th Oct. 1852.

SIR.—In the absence of my Son, ANDREW A. MACDONALD, the American Consular Agent here, I perused your Letter to him, offering your assistance, and that of any other of Her Majesty's ships on this part of the station, to render assistance to the American vessels that were stranded on that night, and very much damaged, the cargoes will be mostly saved. Immediately on hearing of the disaster, my Son went by land to render them every assistance in his power, and he will be most happy to accept of your kind and very handsome offer to render the unfortunate sufferers such assistance as you have under your command.

I beg leave, in his absence, to return you the grateful thanks of the Government he represents.

I am, Sir, your most obdt. humble serv't.

HUGH MACDONALD.

Hon. F. EGERTON, Her Majesty's Ship *Basilisk*.

NEW-BRUNSWICK.

The following is a copy of the Agreement entered into with Messrs. Jackson & Co, for building the Railroad, and brought into the Legislature by the Government.

AN AGREEMENT.

Made and entered into this twenty ninth day of September, in the year of Our Lord one thousand eight hundred and fifty two, between the 'European and North American Railway Company' of the first part, and William Jackson, of Birkenhead and London, Samuel Morton Pett, Thomas Brassey and Edward Ledd Betts, all of London, in Great-Britain, Esquires, of the second part. Whereas the said European and North American Railway Company have been incorporated and duly organized, for the purpose of making, constructing and finally completing a Railway from the eastern boundary of this Province of New Brunswick, in the County of Westmorland, so as best to connect with a Railway to be constructed for the City of Bangor, in the United States of America, on the eastern part of the State of Maine; as the Director of the said Company in the exercise of their best judgment and discretion shall deem most favourable and be calculated to promote the public convenience, and carry into effect the intentions and purposes of the Act of incorporation, and such Branch Railways to every or part of the Province as the said Company may deem expedient; such lines and branch lines being subject, nevertheless, to the approval of His Excellency, the Lieutenant-Governor or Administrator of the Government for the time being in Council. And whereas it has been determined, subject to the provisions and conditions hereinafter expressed immediately to commence the said work and to construct and equip that portion of the said road extending from the River Saint John, at the Falls, including the Bridge over the same, to Shediac, and from some place at or near the Bend of the Petitcodiac to Nova Scotia Boundary; completing in the first place the line between Shediac and the Bend of the Petitcodiac. And whereas the said parties hereto of the second part have agreed to construct such portion of said Railway and after the rate of six thousand five hundred pounds sterling per mile, upon the terms, conditions and stipulations hereinafter set forth:

And whereas, for the purpose of facilitating the construction of the said Road, the Government of this Province have agreed to take stock in the said Company the extent of Two hundred and fifty thousand pounds sterling, payable in provincial Debentures to be issued and payable at the end of twenty years, with interest at the rate of six pounds per centum per annum, payable yearly in London, and subject to the sanction of the Legislature hereafter to be obtained, to loan to the said Company to the extent of two hundred and twelve thousand pounds sterling in debentures, to be issued, in the like form