EXTRACTS FROM LATEST ENGLISH PAPERS

THE PRESS.—Lord Brougham in his letter to the Marquis of Lansdowne on the French Revolution, speaks of the Press as follows:—

"I do not attach much importance to the consideration that a democratic Government, deriving its power from the people, and ruling with their authority, in their name, has little to fear, from what Cromwell called 'paper shot.' He had no experience in his day of an engine which would have destroyed him within a month after his walk from Westminster to his lodgings in Whitehall, with a key in his pocket of the house from which he had just expelled the Commons. It is certain that the importance of the Press is much less considerable when it has its rival in representatives freely chosen to speak the sense of the people, than when there being no legitimate expression of public opinion, the newspapers assume to speak in the popular name. This argument I always urged in favour of our great Reform, and against the abuse and usurpation of the press. But I confess that I overrated the operation of the principle; and after the experience of the last few years, I can by no means doubt that much too great power for immediate purposes, and over men both out of parliament and within its walls, is still possessed by anonymous writers; while I freely admit that it is a power rarely abused by those who so ably and respectably conduct our principal English journals. The present question, however, relates to France and Germany far more than to England * * * *

* I can only say, that two remedies for the acknowledged evil present themselves to my mind. Should not our libel law be so framed as to discourage anonymous writing, and give every inducement to publish in each writer's own name?—Thus it might be allowed to give the truth in evidence upon a prosecution, but only after the court should be satisfied by proof, that the real author was before it, and not a man of straw. So, a much more severe punishment might be inflicted on him who lent his name or his journal to another whom he screened in his slander or sedition, than on the real author. But, I am aware that this, or indeed any prosecution, would prove ineffectual in troublesome times. The Marats and Herberts were not slow to avow their execrable, their murderous doctrines in their own persons; and our Irish rebels have polluted the press in their own names. Then might not the Executive Government have the power of suspending, for a time to be limited, any journal once convicted of sedition, before a court of competent jurisdiction, the Court itself having authority in the case of private slander to give the like judgment, beside the punishment of fine and imprisonment! Some such provision would really be desirable. Nor would the press have any right to complain;—because nothing can be more reasonable than to forbid the use of this great engine to those who have abused its powers, for the purpose either of sedition or defamation,—as we forbid the use of the sea to the pirate who has polluted the great highway of nations."

OCTOBER 14, 1848.

The *Grampus*, 50, Captain H. C. Martin, C. B. arrived on Monday, from the Pacific, with a freight of $2,638,656.—Rosas was still determined not to receive any British Minister, but had consented to suspend hostilities with both English and French until the arrival of the August mail from England. He did not object to allow supplies to be obtained for the English squadron, but would not allow the French the same privilege. Provisions of all kinds were at a fearfully high price. A serious accident happened at Monte Video on the 12th of August. The *Grecian* was waiting for the mail to take to Rio, when, as the boat bringing it got near the sloop, it was swamped, and the midshipman in charge, (Gambier) and his crew, five men were drowned. The *Gorgan*, st. fr. sailed from Monte Video, on the 10th August, for the South Pacific. A slight shock of an earthquake was felt at Monte Video on the 7th August, both by the squadron and on shore; but no damage was done. The *Alleghany*, an immense American steam frigate of 800 horse power, had arrived at Monte Video (propelled by horizontal propellors) from New York. She was pronounced a total failure by her officers. The *Gorgan* beat her 8 days from Rio to Monte Video!—She is of iron construction. The United States frigate, *Brandywine*, arrived at Rio, on the 18th of August, from Pernambuco, homeward bound.

LIGHTING BY ELECTRICITY.—In the course of the opening lecture at the Western Literary Institution, Leicester Square, some experiments were exhibited of a new means of lighting by means of electricity, which, as far as we could judge from appearances, were entirely successful. The inventors of the new method are Messrs. Hale and Petrie, and their mode of operation is to cause the electric current to pass through two pieces of charcoal in such a manner as to exclude any portion of the atmospheric air. The light produced is intense and beautiful producing the effect of daylight to a much greater extent than the lime light, and having this advantage, that it is sustained and continuous, while the former lasts but a few moments. The inventors expect to apply it generally to shop and street illumination, and state that while the "plant" will cost no more than gas, the expense of illumination will be only one-twelfth of the price of the latter light.

THE GREAT SEA SERPENT.

The following interesting report respecting the appearance of the extraordinary animal seen by some of the officers and men of her Majesty's ship *Dædalus* has been forwarded to the Admiralty by Capt. M'Quhae:—

Her Majesty's Ship Dædalus,
Hamonze, Oct. 11.

SIR,—In reply to your letter of this day's date, requiring information as to the truth of a statement published in the *Globe* newspaper, of a sea serpent of extraordinary dimensions having been seen from her Majesty's ship *Dædalus*, under my command, on her passage from the East Indies; I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that at 3 o'clock, p. m., on the 6th of August last, latitude 24 44 S., and longitude 9 22 E., the weather dark and cloudy, a fresh wind from the N. W., with a long ocean swell from the S. W., the ship on the port tack heading N. E. by N., something very unusal was seen by Mr. Sartoris, midshipman, rapidly approaching the ship from before the beam. The circumstance was immediately reported by him to Lieut. Edgar Drummond, with whom and Mr. Wm. Barrett, the master, I was at the time walking the quarter-deck. The ship's company were at supper.

On our attention being called to the object, it was discovered to be an enormous serpent, with head and shoulders kept about four feet constantly above the water of the sea, and as nearly as we could approximate by comparing it with the length of what our maintopsail-yard would show to be water, there was at the very least 60 feet of the animal *à fleur de eau* no portion of which was, to our perception, used in propelling it through the water, either by vertical or horizontal undulation. It passed rapidly, but so closely under our lee quarter that had it been a man of my acquaintance, I should have easily recognised his features with the naked eye; and it did not, either in approaching the ship or after it had passed our wake, deviate in the slightest degree from its course to the S. W., which it held on at the pace of from 12 to 15 miles per hour, apparently on some determined purpose.

The diameter of the serpent was about 15 or 16 inches behind the head, which was, without any doubt, that of a snake, and never, during the 20 minutes it continued within sight of our glasses, once below the surface of the water; its colour a dark brown, with yellowish white about the throat. It had no fins, but something like the mane of a horse, or rather a bunch of sea weed, washed about its back. It was seen by the quarter-master, the boatswain's mate, and the man at the wheel, in addition to myself and the officers abovementioned.

I am having a drawing of the serpent made from a sketch taken immediately after it was seen, which I hope to have ready for transmission to my Lords Commissioners of the Admiralty by to-morrow's post.

I have, &c.
PETER M'QUHAE, Captain.

To Admiral Sir W. H. Gage, G. C. H.
Devenport.

CONSECRATION OF A NEW CHURCH AT NEWCASTLE, IN THE PARISH OF CLUN, SHROPSHIRE.—On Friday last a numerous and highly respectable attendance of the clergy and gentry of the neighbourhood met at the village of Newcastle, situate in a most picturesque valley four miles from Clun, to witness the consecration of a new church at that place. Among the company present were the Earl of Powis, the Countess of Powis, Lady Lucy Herbert, Hon. George Herbert, Colonel Colvin, Edward Rogers, Esq., Misses Rogers, Philip Morris, Esq., Mrs. Rocke, &c. The Rev. Christopher Swainson, the Vicar of Clun, was prevented attending by indisposition, a circumstance which was regretted. The ceremony was performed by Dr. Hampden, Bishop of Hereford, who was attended by his chaplain and the Ven. Archdeacon Vickers. The sermon was preached by the Bishop. The church, dedicated to St. John the Evangelist, is a neat structure, in the lancet or early English style of architecture, and is erected from a design by Edward Haycock, Esq., of Shrewsbury; it was much required in this district, the inhabitants of which were seven miles distant from their parish church. It may be mentioned that it is the second church erected in this extensive parish during the last five years—a former one having been built at Chapel Lawn, in the southern portion of it, and in both of which the late lamented Earl of Powis took a deep and active interest. The residents are, therefore, under a great obligation to the estimable nobleman for thus affording them the opportunities of a more regular attendance on Divine service and the worship of their Creator. Previously to the consecration, the Earl of Powis gave £15 per annum towards the endowment, also a silver service for the celebration of the holy communion, and two handsome chairs and bassocks for the chancel. The Countess of Powis made donations of a handsome set of service books and a rich crimson velvet cushion for the pulpit, and linen for the altar; and the Rev. Edward Christopher Swainson gave a suitable covering for the same, of the manufacture of Mr. French, of Bolton.—Attached to the church is a burial-ground, which was also consecrated. Mr. Oakes and Mr. Beaumand, the church-wardens of the new church, kindly prepared at their respective houses, luncheon for all such as chose to favour them with a visit.—*Eddowes's Journal.*

HARD DUTIES OF THE BRITISH ARMY.

At a recent meeting of the Liverpool and Manchester Agricultural Society, Lord Stanley, in proposing the toast of the "Army and Navy" made the following observations:—

"He thought it was not, in these days of economy and demand for retrenchment, unbecoming to remind them that there was no Army in the world which performed, in a time of general and profound peace, the same amount of harassing duty which fell upon, and was cheerfully discharged by, the British soldier. A better system had always been contemplated. That to which the Military authorities had always been desirous of attaining was, that the soldier should have five years of service at home for every ten years abroad; but to this maximum they had never been able to attain, and ordinarily it happened that Regiments coming home from foreign countries, the skeletons of what they were, had again to be sent out to bear the vicissitudes of British tropical colonies within a period of three years after returning from a foreign service of fifteen years. At this moment the British Army for this country and over all its widely extended colonies, about forty in number and including the immense continent in India, barely exceeded in amount the force which France kept on foot for the occupation and management of the French possessions of Algeria alone. He thought this fact alone was sufficient to show that there was but little reason and still less wisdom and policy on the part of those who, looking at mere figures and sums of money, complained of the amount and expense of the British Naval and Military Force. He was sure the company would agree with him in this, that anything short of the present amount, and the present efficiency of the moveable Naval and Military Services, could hardly have been sufficient during the late trying period—nay, he might say under the present trying period, when every country in the world except this was the victim of internal anarchy and dissensions tending to war. He would say that hardly any smaller amount, even now, would be sufficient to do that which was so necessary to us, a great commercial country, with colonies and interest spread over the whole of the globe—preserve, as he believed our present strength and attitude, supported by the good feeling of a nation, would preserve to us—amidst the jars of a warming world, the blessing of internal tranquility and foreign peace."

Great excitement prevailed in Belgium at the sudden dissolution and disarming of the Brussels National Guard, by order of the Belgian Government.

THE SAILORS' HOME, AND DESTITUTE SEAMEN'S ASYLUM.—On Thursday a meeting of the Board of Directors of the above valuable institution was held at the "Sailor's Home," in Well-street, London Docks. The report of the past year stated that there had been 4,932 seamen passed through the "Home," making a total since its opening of 37,359 who have been provided with a receptacle during the time they unavoidably remain on shore between their voyages, where they live comfortably and pay moderately. There are now about 180 inmates. During the past year 128 large ships have been manned from the Sailor's Home.—The expenditure amounted to 7,076*l* 19*s*. 4*d*., leaving a balance of 671*l*. 5*s*. 1*d*.—The total number of destitute sailors in the asylum, adjacent to the "Home," for the reception of distressed seamen of all nations, where they are supplied with every necessary, clothing, food, &c., amounts to 511 since the 1st of May.

PLYMOUTH, OCT. 11.—Captain M'Quahae, of the frigate *Dædalus*, has brought from China a variety of works of art, the produce of that interesting country. We have had an opportunity of inspecting some of these specimens at the Royal William Victualling Yard. Besides several elegant China vases and tea sets, &c., there was a josshouse table and a sacrificial pan. The table was formerly used in a josshouse at Chingkiang Foo, and was presented to Captain M'Quhae by a native merchant. It is about 5 feet long by 2 feet wide, and massively made from a dark heavy wood. It stands high on four dragons' scaled legs the clawed feet clasping four balls; the framework of the table is full of allegorical figures curiously carved and gilt. The specimen is, we believe, to be presented to some public institution. The sacrificial pan is stated to be 2,000 years old. It is roughly made of brass, of a circular shallow form, and capable of holding seven or eight quarts, supported on three short legs which spring from rams' heads of a more fine-bred character than the other parts of the vessel. By these heads the date of manufacture is calculated. The pan rests on an elegant hollow work stand, carved from the hard root of a dark-coloured tree, and has a cover of the same material. The stand and cover are of modern construction, and are replete with well-executed representations of leaves, flowers, and reptiles. The pan was obtained from a josshouse at Foo-cho-foo, where it had been used to receive the blood of animals sacrificed in the performance of certain religious ceremonies.—*The Times.*

PROPOSED ALTERATION IN THE MODE OF KEEPING TIME.—In a letter to the editor of the *Nottingham Journal*, Mr. A Novello, of Dean-street, Soho, London suggests, "That it would be very convenient to number the hours of the day from one to twenty-four, beginning at midnight, as the additional words 'morning,' 'afternoon,' 'evening,' 'a. m.' 'p. m.' at present, and essentially to specify the time, might be dispensed with, and we should then have a distinct name for every hour in the day. Mr. Novello considers that this is becoming more necessary to the proper understanding of railway bills, especially for the long lines. The proposed numbering would take no extra room in any tables, as four figures are already required for the hour and their fractions. No difficulty would occur even with the clocks, which could easily have the additional figures placed in an outside or inner circle on the face." "In England," he adds "I think this change would find universal adoption, if two establishments were to adopt it—I mean the Post Office and Railways. The announcement, 'The packet sails Sept. 16, at fourteen o'clock,' would completely explain the time, instead of saying two o'clock in the afternoon."

EXPERIMENT WITH HEMP ROPE, AND GALVANIZED WIRE ROPE.—And experiment was made at the testing machine in Woolwich Dockyard, on Oct. 7, to ascertain the comparative strength of hemp and wire rope. A wire rope three inches round, and a hemp rope of three strands hawzer-laid, cathmon made, seven inches round, were spliced together and placed in the testing machine, and on the hydraulic power being applyed, the hemp rope broke in the middle on the strain reaching 11½ tons; the wire rope remaining apparently as strong as when the experiment commenced. A wire rope three and a half inches round, was then spliced to an eight inch hemp shroud rope, and on the power of the testing machine being applied, the hemp rope broke in the middle with a strain of 10½ tons; the wire rope continuing apparently uninjured.—*Army and Navy Register.*

RECENT FRENCH INVENTION.—METHOD OF WELDING IRON, STEEL, AND SHEET IRON.—In an earthen vessel melt borax, and add to it 1-10th of sal ammoniac. When these ingredients are properly fused and mixed, pour them out upon an iron plate, and let them cool. There is thus obtained a glassy matter, to which is to be added an equal quantity of quick lime. The iron or steel which are to be soldered are first heated to redness; then this compound, first reduced to powder, is laid upon them—the composition melts like sealing wax; the pieces are then replaced in the fire, taking care to heat them at a temperature far below that usually employed in welding; they are then withdrawn and hammered, and the surfaces will be found to be thus perfectly united.—The author asserts that this process, which may be applied to welding sheet iron tubes, never fails.—*Rec. de la Soc Polytech.*

NAVAL STATISTICS.—The average annual expense of wages per head, for the crew of a first-rate line-of-battle-ship, *e. g.* the *St. Vincent*, 120, is about £28; of a war-steamer, *e. g. Simpson*, 6, gun frigate, about £40. Of the 243 ships and vessels in commission on the 1st of January, 1838 only 21 were steamers; of the 252 in commission on the 1s of January last, 78 were steamers. By a calculation founded on an Admiralty return, we find the cost of the hull of an 80-gun ship, to be manned with a crew of 750 men, is about £54,900; sails, rigging, and stores, about £16,000; ordnance, about £11,732. The pay of Officers and men for one year is £19,812; the cost of victuals, £13,325; rigging, sails, and stores, 3,201; wear and tear of hull, £3,660; wear and tear of ordnance, £468. The estimate for wear and tear under the three last heads are generally assumed at one-fifth, one-fifteenth, and one twenty-fifth of the original cost.

SOUTHAMPTON, SUNDAY, OCT. 8.—The Peninsular and Oriental Steam Navigation Company's ship *Sultan*, Captain George Brooks, arrived off Southampton last evening, from Constantinople, with ship letter bags of the following dates, which were her days of sailing:—Constantinople, Sept. 18; Smyrna, Sept. 2; Malta, Sept. 27; Gibraltar, Oct. 2.

The *Sultan* brought 21 first-class passengers, 8 children, and 8 second-class passengers; also the following valuable freight:—1,050 drums raisins, 21,895 drums figs, 1,350 cases figs, 104 cases opium, 3 boxes drugs, 141 packages of silk, 210 bales goats'-hair, 36 tubs of leeches, 219 bags galls, 7 bales carpets, 11 bales cotton yarn, 1 case tobacco, 19 packages scammony, 35 packages sundries, and 95 packages specie, value £80,000 sterling.

York and Carleton Mining Company.

NOTICE is hereby given to the Stockholders of the YORK AND CARLETON MINING COMPANY, that an instalment of TEN PER CENT on the Capital Stock of the above Company is required to be paid at my office, Water Street, in the City of St. John, within *thirty* days from the date hereof

JAMES SMITH,
Treasurer.

St John, 23d Oct. 1848.—3i.

THE CHRONICLE.

SAINT JOHN, NOVEMBER 17, 1848.

THE first November Mail, per steamer *Acadia*, had not arrived at the time of our going to press.

☞ THE various Editors of English newspapers are requested to be on their guard, against *disaffected* persons, who have recently written letters from New-Brunswick, and had them published in the English journals; said letters being villainous and scandalous libels on Her Majesty's loyal subjects in this Province. The general purport of these letters, is to insult the Colonists, by stating that there exists a feeling, throughout New-Brunswick in particular, for annexation to the United States. It is easy for persons, whose circumstances are at the lowest ebb—who have no property or stake in the Province—who have passed a whole life of speculation or dishonest dealing without reaping the profit they anticipated—to write letters to England, and elsewhere, libelling the Loyalists and their descendants, and the "true blue" sons of Britain who have adopted this country as their home, and have accumulated large properties by their honest industry,—but the press of this country should speak out, and prevent the press of Britain from publishing such slander,—by stating that a more loyal, sober, practical love of Great Britain and true Monarchical Government, does not any where exist than among the yeomanry, landed gentry, and men of property, honesty, and good character, in the Province of New-Brunswick. We therefore hope, that the Conservative press of England will openly and at once condemn the practice of publishing letters from New Brunswick, written *indiscriminately*—and calculated to leave so libellous an impression on the British nation, loyal emigrants, and others, who intend coming out to this truly British Province. The trade of the United States is at the present time as prostrate as the trade of the Colonies, future succeeds failure in that country—there is no good trade to be found anywhere: and we know of few places where more real enjoyment and contentedness are to be found, than in our little, quiet, loyal "Home." Editors of English newspapers, again we desire you to be on your guard against *disaffected* letter writers, living in any of Her Majesty's Colonies.

HATS.—Messrs. R. & A. Magee's Hat manufactory, in King street, where every thing in that line of business is manufactured, is worthy of a visit from those desiring an unexceptionable article.—Encourage domestic manufactures, if you desire the country's prosperity!

The River St. John closed with ice (in consequence of the last week's fine clear cold weather,) on Sunday last. The steamer "New Brunswick," which left on Saturday evening was obliged to return forthwith, and the *Saint John* came down on Monday, having to cut her way through the ice for a considerable part of the passage. The weather has since become mild and with strong southerly winds has again opened the navigation.

The steamer *Senator* will make her last trip to Boston for this season on Tuesday next, leaving at 9 o'clock in the morning.

SUICIDE.—Sergeant James Wilson, (1st Royals) committed suicide on Monday last.

The last *Toronto Colonist* gives a long account of a splendid Masonic ceremonial, on the occasion of laying the first stone of a new Town Hall at St. Catherine. Sir Allan MacNab, the Provincial Grand Master, and several others, dignitaries of the brotherhood, were present.

CLOSING OF THE NAVIGATION.—On Thursday last we had a fall of snow to the depth of several inches, when the weather set in cold; and on Sunday morning the steamer New Brunswick had to plough through the ice of some thickness before she could reach the wharf in this City. The New Brunswick discharged her cargo, and left on Sunday evening; but the St. John remained until her usual hour on Monday morning, when she had great difficulty in making her way through the ice in the Cove, and at the Short Ferry, and we have not heard whether she had been able to make good her passage to St. John. Monday night was also cold, and yesterday a number of persons crossed the river on the ice. Last night and to day has been mild, but there is little chance of the river re-opening this season.

We regret to learn that the steamer Carleton ran on shore on an island about 25 miles above this City on her way down from Woodstock, and that she is now frozen up there, with little chance of being extricated before spring. It is said that she lies in a dangerous part of the river; but we trust for the sake of her spirited owners, and her master, that she will escape without serious damage.—[Head Quarters.

ACCIDENT AT WALLACE.—On Monday morning, the second inst., Mrs. Ross, wife of Donald Ross, her eldest son, a boy about 12 years of age, and Mrs. Mattheson, wife of Neal Mattheson, left their homes in a new settlement, in the rear of Victoria Settlement, for the purpose of visiting the latter place, in the going to which they had to cross a lake about half a mile wide, in a boat. They had got within 4 or 5 rods of the landing, when the boat instantly filled, and melancholy to relate, the whole three sunk to rise no more. Mr. Ross saw the boat go down, but having about two miles to go round the lake before reaching the place, there was no possibility of rendering any assistance. When Mr. Ross and Mr. Mattheson reached the place, Mattheson plunged immediately into the lake, and succeeded in getting the body of his wife in about eight feet depth of water. The body of Mrs. Ross was also got soon after by her husband. The body of the boy was not found for some hours. Mrs. Ross has left four and Mrs. Mattheson six small children, who, with the two sorrowing widowers, have to lament their irreparable loss.—[Halifax Guardian.

ROBBERS IN HALIFAX.—On Friday night week, some scoundrel or other succeeded in effecting an entrance into the shop of Mr. Archibald McCulloch, Butcher—corner below the Post Office—and carried off about 20s in coppers, besides tearing and doing every possible damage to Mr. McCulloch's books, which had been left in a drawer. The thief, or thieves, got into the shop through a cellar window, wrenching the door connecting it with the cellar off its hinges.

Last Friday night, the watchman on Brown's wharf detected a fellow attempting to break into the store of Mr. B. Wier; and at the same instant a large missile whistled past his head—thereby proving the burglar to have an accomplice. The alarm was sufficient to induce both of the rascals to decamp without any further attempt at a breach of the eighth commandment.

On Saturday night, or Sunday morning, an abortive attempt was made to effect an entrance into the Bank of Nova Scotia—the doors found as hard as the hearts of the Directors on Discount day. The unavailing attempt, afforded a capital illustration to the saying of "*Can't do it, sir.*"

PROTECTION FROM CHOLERA.—We published last week some remarks upon Professor Davis's theory of electricity and atmospheric phenomena being the course of cholera. Chambers Edinburgh Journal, in an article on the subject, maintains that electrical changes are the true cause of such migratory diseases as cholera and plague; and indeed, of all epidemics. The true remedy, therefore, is the purification of the atmosphere, and the chief subject to effect this is *Chlorine Gas* which is an ingredient in common salt. Whole streets and town can be fumigated with chlorine gas as easily as single dwellings. In 1832, the town of Dumfarline, in Scotland, was affected with cholera from the 3rd of September until the 23rd of October. At that date every street, lane and alley was fumigated with chlorine gas. *Within five days the pestilence was entirely annihilated.* In Edinburgh the gas was used, but rather late, and in several other towns with equal effect. It was ascertained beyond a shadow of doubt, and to this fact we beg the earnest attention of our readers, and to the public at large, that every house in the infected districts in which chlorine gas was used as a disinfecting agent in the cholera of 1832, *enjoyed an absolute immunity from the disease*, and this fact is the greatest preservative against the frightful disease, and a positive proof that cholera owes its origin to electrical changes in the atmosphere. We request our chemists to prepare in time the necessary quantity of this gas:—care must be taken in using it, in a pure state it is destructive to animal life, and must not *be inhaled in the lungs*. In *all* other epidemics it is equally good. We are quite sure we cannot convey to our readers any information more valuable, because, should we be affected with this epidemic, we rob it of half its terrors by providing a remedy and guarding against its ravages, inasmuch as we cannot run away from it.

STEAM NAVIGATION OF THE ATLANTIC.—For a number of years the old world has been linked to the new, by a regular line of steam packets. This company has been signally successful—in fact, well might Mr. Cunard say of fortune "thy breath has filled our sails." It is seldom, however, that fortunes attend either the reckless, idle or unwise, and in the case of the Cunard line every quality to render success doubly sure has been infused into the company.—The principal partner is a Halifax merchant—a self made man—of humble but respectable parents and of American (Pennsylvanian) descent. By great industry and sagacity he has arisen to be one of the first shipping merchants in the world, and his line of steamers has as yet distanced all competition.

It is now about a twelvemonth since a new American line of steamships commenced plying between this city, Southampton, and Bremen. This was an enterprise worthy of our New York merchants, and we deeply regret that they have not been more successful.

The great cause of our unsuccess in our Atlantic steamers, is owing to our short acquaintance with the building of marine ships.—Hitherto our steamboats have been built for short and comparatively unstormy voyages.—The navigation of the Atlantic is quite a different affair from that of the Hudson or the Erie. When the engines are set in motion at New York they must not cease to work until the old world rises to view.

Now, in England they have had the practical experience of 36 years in building sea-going steamers—yes, they have had the practical experience of building steamboats in the very yard and by the same man who built the Europa, which has performed the quickest passage across the Atlantic. The first steamboat that was built in Britain was the Comet, a vessel of 25 tons burthen, built for Henry Bell by John Wood, of Port Glasgow, in 1812. This is the gentleman who built the Europa—the first and last of the European steamers, and then he was taken away in a good old age.

This is a fact well worth attention. Look then at the great practical experience called here into requisition by Cunard & Co. Mr. Napier, too, has had the practical experience of more than thirty years, and those who think that steam engine and steam boat building is all theory and no practice, have never experienced the many mortifications of a joint too stiff here and a bolt too weak there in destroying the workings of a beautiful machine, the perfection of which is attained only by stern iron experience.

The Cunard steamers have their important parts built of very best Welsh malleable iron—although built in Scotland, where very good iron is now made, yet Mr. Napier does not trust the iron of his own country. Now there is much in having good material in our vessels and the late unfortunate accident to the United States, is abundant evidence and not *dear bought* experience, for it will be a benefit to us at last. It is best for us to look out difficulties direct in the face—look to what we have done and what we have yet to do, and our plain and candid opinions, we hope, will be appreciated, for they are sincerely designed for good.

No first rate voyage has yet been made across the Atlantic to this port. The Europa, which has made the quickest passage, which we will call eleven days, allowing for her detour to Halifax, performing only at the rate of eleven and one third miles per hour, certainly no speed at all in comparison with our river boats, and no speed at all in comparison with what the same vessel can do. Judging from the form of her hull, the way in which paddle wheels are set like the limbs of an Arab, and the construction of her engines, we have no doubt but she could make the passage from Liverpool in eight and a half days. And this would be doing no great things, for the competition lines between Glasgow and Liverpool have regularly been making for six years past, storm or shine, the passage in 15 hours, or at the rate of 15 miles an hour.

Now this our American steamships must, can, and shall yet perform. To perform the passage between this port and Liverpool in 10 days, allowing the distance to be 2000 miles would only be at the rate of 12½ miles per hour. We have heard that K. I. Colhas, Esq., has expressed himself as being determined to have a vessel that will yet make the passage to England in eight days,—those who know his spirit have no doubt of his hopes being realised before many years pass away; but great results cannot be obtained without great efforts made and means used to accomplish the same.

There is science and genius enough among our engineers and nautical architects to build the very finest steamships, but they must be paid for their labor, and they want some experience. To rival the British line, they have got a giant work before them, but for the honor of the Great Republic will they not accomplish it? It is our opinion that those engineers and builders who have built the ships we now have, are best qualified to build other and better ships. Let no vascillating spirit despise this advice, for they have learned much with their present experience and those who have had no experience have always to *unlearn* much.—[American Paper

BOSTON, November 10.

THE ELECTION OF PRESIDENT.—The news which we received last night from the South and West, is of the most cheering character, and we think will dispel all fears as to the final result. The returns gives sufficient evidence of General Taylor's election. The following States are satisfactorily ascertained.

TAYLOR.		CASS.	
Massachusetts,	12	Maine,	9
Vermont,	6	New-Hamshire,	6
Rhode Island,	4	Michigan,	5
Connecticut,	6	Ohio,	23
New-York,	36	Virginia,	17
New-Jersey,	6	South Carolina,	9
Pennsylvania,	26	Illinois,	9
Delaware,	3	Missouri,	7
Maryland,	8		—
Kentucky,	12		85
Tennessee,	13		
	133		

which give the Whig Ticket 133. To elect General Taylor, we require 146 out of the 290 Electoral votes—thirteen more than we are now sure of. We shall however doubtless carry North Carolina, 11; Louisiana, 7; Florida, 3; and Georgia, 10—with a chance for Wisconsin, Iowa, Mississippi, &c. Every thing looks bright and cheering for the cause of Old Zach.

NEW YORK, NOV. 7.—Tennessee (Polk's State) has gone for Taylor, giving him a majority of 5000 votes.

Taylor has now 144 electoral votes, counting North Carolina, 11, certain—with Louisana, Florida, and Georgia to hear from. Either will elect him.

LATER.—A late Telegraphic despatch to the Boston Mail of the 10th, says—Georgia and Louisiana have gone for Taylor, and his election is now placed beyond a doubt.

Taylor's plurality, in 35 Counties heard from in the Empire State, is 48,120. His majority in Pennsylvania is about 14,000.—Pennsylvania has deserted the democrats and gone for Taylor; and Ohio has abandoned the whigs and gone for Cass.

General Taylor is thought to be a moderate man, and opposed to extreme measures. He has not fully developed his principles.

In South Carolina, the Presidential Electors are chosen by the Legislature; in all the other States they are chosen by the people.

The State of New-York has chosen whig Governor, whig Member of Congress, whig Members of Assembly, whig every thing—a clean sweep of the State, with a few trifling exceptions.

☞ The NIAGARA, which is one of the largest class of steamships, was brought through the Hypocrite passage, between the Graves and Calf Island, the most intricate and difficult passage leading into our harbor, by Mr. John M'Field, branch pilot. She is the first mail steamer that ever passed that way. The distance is said to be four miles shorter than any other route, and saving of half an hour in time.—[Boston Paper.

THE MARQUIS OF WATERFORD.—Some few weeks ago, when insurrectionary symptoms first manifested themselves, the Marquis of Waterford convened his tenantry and labourers for the purpose of asking them what part they were disposed to take in the threatened outbreak. A crowd of ill-disposed fellows from Portlaw gathered about him and made several demonstrations of dissent from his lordship's statements about the far superior force which England would bring against the rebels. One fellow was remarkably forward, full of bluster, and cried out, "We do not care; we are able for them; we are ready to fight them; wait till we are let at them." The noble marquis pointed at the noisy loaster and said, "Come here, sir; you want to fight; stand out and have a round with me; let us see what you are made of, who want to be at the troops: come, sir, try your hand with me." The fellow dropped his head and skulked away, amid the decrision of the spectators. It is hardly necessary to add that the circumstance was not without a good effect.

MILITIA GENERAL ORDERS.

FREDERICTON, 8th November, 1848.

His Excellency the Lieutenant Governor has been pleased to make the following Promotions and Appointments:—

1st Battalion Queen's County Militia.

John M. Smith to be Captain of an African Company, dated 8th November, 1848.

John W. Travis to be Lieutenant of do., 8th do.

Thomas Deblois Peters to be Ensign of do., 8th.

Harry Peters, M. D., to be Surgeon of the Battalion, vice Smith, removed from the County, 8th November, 1848.

[FOR THE CHRONICLE.]

Messrs. Editors,—The 5th of November falling on the Sabbath this year, the Orangemen of Gagetown celebrated the anniversary of the Gunpowder Plot on Monday the 6th. Throughout the day might have been seen floating in the breeze the splendid Banner of "Gagetown Volunteers, No. 18." on one side of which was a representation of William III. crossing the Boyne; on the other the Dartmouth Frigate as she appeared coming up the Foyle, to the relief of the City of Londonderry, both of which had a most pleasing and picturesque appearance. Towards evening the Brethren from different Lodges in the County began to assemble in the Village, and at half-past 5 o'clock repaired to the Lodge room of No. 18. After transacting the business of the lodge they moved to the Temperance Hotel and sat down to a substantial repast prepared for them by Mr. Phillips, the Proprietor, consisting of all the delicacies of the season in true Temperance style. Among the number present were some guests not members of the order, who were invited on the occasion. After the cloth was removed, several spirited and loyal addresses were delivered by different members, one of which took my particular attention, delivered by the Deputy District Master, Brother Vradenburgh, wherein the principles of the Society, the necessity of protestant organization, and the effects of the order in this Province as well as in the old country were clearly demonstrated. A copy of a Letter from Sir George Grey was also read by the District Master in answer to an address presented to Her Majesty by the Orangemen of British North America, wherein her Majesty was pleased to receive the same, graciously acknowledging them as a body of her loyal subjects in these Colonies.

Looking on that respectable and intelligent company assembled for the purpose of expressing their thanks for the deliverance of the lives and faith of their Fathers, and hearing them breathe their loyalty and attachment to their Sovereign, and knowing from history and experience that this was no feigned or self-interested loyalty, I thought within myself, can these be the men that the poisonous tongue of calumny has depicted them to be—can these be the men that our Judges would denounce and our Legislators malign? if so, with them have I tasted the "feast of reason and the flow of soul" and with them let me bear the slander of their persecutors, and may every true protestant in New-Brunswick, ere another anniversary of the Gunpowder Plot, be what I intend to be—

A TRUE ORANGEMAN.

Queen's County, November 7, 1848.

☞ The Day was not forgotten in this city—It being the regular night of "YORK, No. 3," the Brethren assembled in great numbers at the Hibernian Hotel, and after hearing read very interesting accounts from the Grand Lodge of Ireland, they sat down to a substantial Supper, which was presided at by their much respected chieftain the D. G. M.

Dr. W. P. Evan's Pain Killer.

No medicine has been discovered that is so happily adopted to the internally as drops to be taken and yet performs such wonder when applied externally, as a wash, bath, or by friction.

"THIS PAIN KILLER" may be used with a success that will astonish the beholder, in such cases as the following:—Distressing Dysentry, Pain in the side and stomach, Corns, Cuts and Bruises, Cholera, Infantum, Bronchites, Healing sores on man or beast.

Children Teething, Raising Blood, Hoarseness, Quinsey in a few hours, Chilblains and frosted feet, Spasms, prevent a Blister from Burns, broken Breasts, Measles, Cramps, hurts, scratches or torn Flesh, bites or stings.

In very foul stomachs it may cause vomiting.—So much the better, the stomach will be cleansed and the next dose will settle the sickness.

CERTIFICATES to fill a volume might be published, showing the wonderful effects of the "Pain Killer" but they are too common, and used for articles of no merit. We insert but a few but they are to be depended upon:—

This will certify that I have used the "Pain Killer in my family for headache, toothache, rheumatism, dysentry, &c. and believe it to be a good medicine. JOHN P. SMITH, M.

Manchester, N. H.

I have used the "Pain Killer" for burns, and found it applying it immediately, to prevent even a blister. I would recommend it to the confidence of the public. H. A. REEBE.

Editor of the Westfield Standard, Westfield.