

himself devoutly, manifesting his great joy to see the foreigner brought to a better state of mind; he then sold him for a great sum a precious stone, which turned out a false one! In a village where some peasants, who, being discontented with the parochial saint, from whom they had vainly sought a favourable rain, one day broke into the church, opened the shrine, and possessing themselves of the saint's relics, administered to them a public castigation with the knout.—As to the Bible, the little the people know of it they pervert to the sanction of their vices. Drunkenness is permitted, because the Saviour said it is not what entereth into the mouth defileth a man. The popular irreligion even assails the character of Christ himself, that perfect holiness which shone in him, and seems, of all his personal traits, the most likely to impress simple minds, is unperceived by the Russian peasant, whose worst propensity, in combination with drunkenness, is theft. Reproach the *mojick* with this vice, and he will answer you with in a popular saying, which in blasphemous impiety nothing can surpass, that "our Saviour himself would have stolen if his hands had been pierced!"

Thus abandoned to formalism and impiety, Russia, in a religious point of view, presents a vast field on which superstition on the one hand, and a sectarian spirit on the other, may work at leisure.

From the Durham County Advocate.

THE VESSEL IN WHICH WILLIAM III. CAME TO ENGLAND.

During the hearing of a case in the Admiralty Court the other day, Dr. Lushington remarked, that somewhere about 40 years ago he was engaged in a suit in which the identical vessel that brought over William III. was concerned. Aided by the kindness of a valued correspondent, we are now enabled to lay before our readers the following interesting and authentic memoranda connected with the fortunes of this "ever-to-be remembered" craft. The *Princess Mary*, according to the most reliable account, was built on the Thames in the earlier part of the 17th century, and was afterwards purchased by the Prince of Orange or his adherents as an addition to the fleet which was destined to effect the glorious Revolution of 1688. The Prince expressly selected this vessel to convey himself and suite to England, and he bestowed upon her the above name, in honour of his illustrious consort, the daughter of James II. When the Revolution was *un fait accompli*, the claims of *Princess Mary* to the royal favour were not overlooked. During the whole of William's reign she held a place of honour as one of the royal yachts, having been regularly used as the pleasure yacht of Queen Anne. By this time, however, her original built was much interfered with from the numerous and extensive repairs she had from time to time undergone. On the death of the Queen, she came into the possession of his Majesty King George I., by whose order she ceased to form a part of the royal establishment. About the middle of the last century, during a fit of economy, she was sold by the Government to the Messrs. Walters, of London, from whom she received the name of the *Betsy Cairns*, in honour, we are told, of some West Indian lady of that name. Having been long and profitably employed by her new owners in the West Indian trade, she was afterwards disposed of to the Messrs. Carlins, of London, and, alas for the mutability of fortune! the once regal craft was converted into a collier, and employed in the conveyance of coals between Newcastle and London. Through all her varied vicissitudes of fortune, however, she is

still said to have retained her ancient reputation, "as a lucky ship and fast sailer." She was afterwards [circa 1825] transferred by purchase to Mr. George Finch Wilson, of South Shields, and finally, on the 17th of February, 1827, while pursuing her voyage from Shields to Hamburg, with a cargo of coals, she struck upon the "Black Middens," a dangerous reef of rocks north of the mouth of the Tyne, and in a few days afterwards became a total wreck. The news of her disaster excited a very lively sensation throughout the country. She had always been regarded, especially by the sailors, with an almost superstitious feeling of interest and veneration, and at the time of the wreck this feeling was doubtless, in no small degree, enhanced by the recollection of a "memorable prophecy" said to be associated with her fortune—viz., "that the Catholics would never get the better while the *Betsy Cairns* was afloat!" In length the *Betsy Cairns* was 80 feet 3 inches by 23 feet broad. She had two decks, the height between which was six feet six inches. She was carvel built, was without galleries, square-sterned, and devoid of figure head. She had two masts, and was square-rigged, with a standing bowsprit. The remnant of her original timbering, though but scanty, was extremely fine. There was a profusion of rich and elaborate oak carvings, the colour of the wood, from age and exposure, closely resembling that of ebony. As soon as the news of her wreck became known throughout the country, the people of Shields were inundated with applications for portions of her remains. The application: n the part of the Orange Lodges were especially importunate. Snuff boxes and *souvenirs* of various kinds were made in large numbers, and brought exorbitant prices. Each of the members of the then Corporation of Newcastle was presented with one of these boxes, which exhibit, in a marked degree, the durability and inimitable qualities of the British oak. A painting of the *Betsy Cairns* was made by Mr. J. Ferguson, of North Shields. Two carved figures, part of the nightheads, are, we believe, now in the possession of the brethren of the Trinity-house at Newcastle, and a beam, with mouldings covered with gilding, and forming a part of the principal cabin, is now the property of Mr. Rippon, Waterville, North Shields.

WAR AND RAILROADS.

Mr. R. Stephenson, M. P., on taking the chair for the first time as President of the Institution of Civil Engineers, handed in an address, which was read by the Secretary, containing some interesting facts respecting the British railways. These he described as spreading, like network, over Great Britain and Ireland to the extent of 8,054 miles completed; thus, in length they exceeded the ten chief rivers of Europe united, and more than enough of single rails was laid to make a belt of iron round the globe. The cost of these lines had been £286,000,000.—equal to one-third of the amount of the national debt. Already, in two short years, there had been spent more than one-fourth of £286,000,000, in the war in which England was engaged; yet how small were the material advantages obtained by the war, in comparison with the results secured by railways. The extent of the railway works was remarkable; they had penetrated the earth with tunnels to the extent of more than fifty miles, there were eleven miles of viaduct in the vicinity of the metropolis alone. The earth-works measured 550,000,000 cubic yards. St. Paul's, in comparison with the mountain this earth would rear, would be but as a pigmy beside a giant, for it would form a pyramid a mile-and-a half in height