

Protestant efforts to do good to the bodies and souls of the Irish.

"The circumstances that called for his immediate attention were indeed painful. He as their Bishop, the lawful representative of the true church of God, felt it his duty to warn them against the wily and crafty assaults of a base and corrupted Church—a Church filled with such filthy and foul abominations that he would blush to mention—a Church begotten and founded by Luther and Calvin—a Church cherished and nursed by brutal force and the lustful desires of Henry VIII. and Elizabeth; a wicked Church, a cursed Church, established on the spoil of the old Catholic Church of God—a church that would now rob the poor of Ireland of the last legacy left them by their forefathers—a Church that was now tampering with the youth and age of this parish, under the awful visitation of Providence, to ensnare them, by holding out to them pecuniary relief only to ruin their souls—a Church whose aim was to invent traps and snares for them. They will give you schools for your children, damnable schools, and then seduce you into their churches. O, what a chafe! Could he believe it to be the case that any parents should be found base enough to murder their children? What- ever were their excuses, they were more inexcusable than Cain, who killed his brother Abel.

"No; it is a Church which robbed God of his glory; a Church which despises his virgin mother, and deprives her of her honour. How can they honour the Son when they despise the mother? A Church which despises the saints; a Church which divests the true Church of God of its glory, and had only retained the loathsome, filthy carcass, with which they would fain feed the poor deluded souls they were destroying by their heretical doctrine."

**DISASTROUS SHIPWRECK.**—The ship Ellen Thompson of Ayr, arrived at Troon on November 12, from St. John, reports that on the 5th November, lat. 54 n. long. 20, 28 w., came up with the brig South Sinton, of Newcastle, late wickers, waterlogged. The circumstances are as follows:—The brig left Quebec on the 8th September, for Newcastle. On October 11, the brig was running in a heavy gale of wind from the westward; at 3 p. m. the master judged it necessary to leave the ship too, which he did under close reefed maintop-sail; at midnight they tried the pumps, and found her to make the usual quantity of water, and at 4 a. m. they again tried the pump, but they could not get them to suck; all hands were immediately called, but still she gained upon them. They then sounded her and found eight feet of water in her hold.—In this dilemma they considered it vain to pump longer but rather begin to prepare for the worst. They put a considerable quantity of provisions, water, and other articles in a large house, which the vessel had on deck, which just having succeeded in doing, the vessel suddenly careened over on her beam ends, and washed the master and a boy overboard. She then hove the deck cargo off carrying away the topmast and rudder, and sweeping the decks of everything, house and all, and afterwards she gradually began to right. The men now took to the tops, and made a cover of canvas around them, to save them as much as possible from the severity of the weather. In this state they remained eleven days without any assistance, excepting a very small quantity of water, when one of them died; they were under the necessity of eating a small portion of their companion. They continued dropping one by one until they were all dead but Robert Hogg chief mate, and Henry Leslie, second mate, who sustained themselves by eating a small portion of their companions, and drinking their blood. They were in this deplorable situation twenty-five days, when on the 5th of November, the Helen Thompson, in company with the barque Ganges, came up with her, it then blowing fresh gales N. N. W., with a heavy sea running. The Helen Thompson succeeded in putting out a boat, and bringing the sufferers on board in a very exhausted state. The chief mate recovered very fast, but the second mate still remains in a very poor state of health, having very sore hands and feet.

**CALIFORNIA ITEMS.**—We have seen, says the Boston Bee, a letter dated Sacramento City, Sept. 24th, addressed to a gentleman of this city, from which we make the following extracts. The writer speaks very encouragingly of his own prospects, but his account of the fate of others who have journeyed to the modern Ophir is not so cheering:—

In the Sacramento Valley, I have seen young men lying sick under trees, with no one to help them, and the consequence was that they died in a few hours, and their bodies have laid for days, before any one would attempt to bury them. I found one young man lying on the bare ground, with no one near to render him the least assistance. I managed to carry him to a tent, procured a physician, and did all that could be done to save him—but it was too late. I placed him in a good coffin, and buried him on Tuley's Plains. His name was Thomas Gell, and he belonged in Maine, or Cape Cod. I could learn nothing from him, but afterwards I found a man who had been in his company for some time, who said he belonged to one of these places, but had forgotten which one it was.

I presume you often see accounts of persons making entire fortunes in a few weeks, but you do not hear anything about the thousands who are living from hand to mouth, and dying for want of the necessaries of life; believe me, this expedition will end in misery, desolation and death, to thousands.

**ST. ANDREWS AND QUEBEC RAIL ROAD.**—We learn that Mr. Neale has been recruiting his Engineer Staff on his recent visit to the United States, and that he is determined to push through his present operations as fast as possible to Woodstock. Already Mr. Garden and his party, we understand, are well on to the Howard Settlement, which is about 20 miles from Woodstock, and brings them into the cleared land. The weather had been much in favour of the work.—*Charlotte Gazette.*

The Secretary of the St. Andrews and Woodstock R. R. Co. has been in his place the last few days, having

arrived from Head Quarters, where he had been on the Company's business. We understand that the object of his present mission is to collect 10 per cent. on the Capital Stock subscribed for in the Province, 10 per cent. having already been called in. The Secretary reports the affairs of the Company to be in a promising condition, there being at present no less than ten engineers with their gangs of men employed in staking and grading the line for the first twenty-five miles, permission having been given them from home to draw to the extent of £20,000 Stg. this fall. We learn also that the Directors at home are now making arrangements for rails to the extent of twenty-five miles and a locomotive, which it is confidently expected will be running and the rails laid that distance within twelve months from the present time. The Directors have also been collecting statistical information at Bangor relative to the quantity of flour and provisions that are sent inland to the upper districts of the St. John, as also the quantity of lumber, &c., which comes down the river, and on which it is stated there is a loss of 20 per cent.; all of which the Directors are confident will find its way along the line of Railway at a less cost, and which they are certain will leave a handsome dividend.

In connection with St. Andrews, we may mention a circumstance which we learned from our correspondent there, and which will show that money is not quite so scarce in that direction as is generally supposed. Signor Blitz, in passing through St. Andrews, performed three nights, and our correspondent informs us that he averaged larger net receipts than he did at St. John, notwithstanding the opinion of some of his friends here, that he would scarcely do more than pay his expenses at St. Andrews. Money must be getting easier in that place.—*New Brunswick.*

**IMPORTANT AND REMARKABLE INVENTION.**—Mr. Smith Salter, of this city, has just obtained a patent for an invention which, it is believed, is destined to have a most important influence upon the useful arts of life, and the industry of the country and the world. It is a new method of making iron, direct from the ore, with anthracite or bituminous coal, by a single process. By means of this remarkable invention, Mr. S. proposes to make wrought iron at a cost of \$25 to \$30 per ton—at least half the usual cost. His furnace has three combined chambers, one above the other, and all actuated by the same fire. The upper chamber is used for decolorizing the ore,—impurities, such as sulphur, &c., being carried off at a low temperature; the middle chamber for fluxing and working and the lower chamber for reducing and finishing. The metal is taken from the last named to the hammer or squeezer. The whole time occupied in this process, from the time the ore is put into the furnace until finished by the hammer, is only two hours! We understand that one of his furnaces is now in operation at Bqnton, in Morris Co. We have a specimen of iron from it, which is pronounced to be of the very best description. Perhaps a more important invention—if fuller experiments should verify present anticipations—has not been introduced in many years. Its effect upon the production and consumption of iron must be immense. *Newark (N. J.) Adv., Oct. 15.*

The Montreal Transcript says—Strange rumours have been going about for the last day or two to the effect that Lord Elgin had received letters by the last mail, expressing great indignation on the part of the Imperial Government, on account of the removal of the Seat of Provincial Government to Toronto.

We conceived it quite impossible that Lord Elgin could have been so insane as to effect an act of such importance without the most perfect authority from the Home Government, nor can we give credence to the rumour now, but it gains strength. It is said that further transfer of Government baggage has been suspended.

**FROM NASSAU, N. P.**—By an arrival at New York, the *Sun* has received files of Nassau, (New Providence) papers to the 16th ult.

The Bahama Herald discusses the Nicaragua and Mosquito question with some bitterness. It attempts to prove that the Mosquito territory never belonged to the Republic of Nicaragua; that the kingdom has been in existence and in vassalage to England for over a century, and that the United States has bribed the Government of New Grenada for the purpose of establishing its authority in central America.

The Herald of the 9th contains the following account of a disaster to a Nova Scotia vessel:—

On Sunday night last, Nov. 4th, about 9 o'clock, the schooner *Friendship*, Perry, master, of 78 tons, belonging to Halifax, Nova Scotia, bound from St. Ann's, Jamaica, to Boston, and loaded with pimento and rum, which had previously sprung a leak, and was coming to Nassau for assistance, was driven ashore on the east end of Rode Island and her bottom nearly driven out. Her cargo was saved. The pimento is saturated with salt water, and considerably damaged. The schooner was a total loss.

We regret to learn that the Indians, in taking possession of Mica Bay, killed two of the miners; but Mr. Bonner gives us no further particulars.

From the tenor of the telegraphic dispatch, we think it probable Mr. Bonner will remain at the Sault Ste. Marie till the troops arrive.

Great pains have been taken to excite the Indians against the mining companies, but it is well known that one or two desperate men, who act as their leaders, are the main cause of all the present trouble.—*Quebec Morning Chronicle, Nov. 30.*

## THE ENGLISH MAIL.

### ARRIVAL OF THE CANADA.

The Mail by the steam ship *Canada* reached St. John about 12 o'clock on Thursday night. Liverpool dates are to the 17th Nov.

Thursday the 15th, was observed as a day of Thanks-

giving in England, for the disappearance of the Cholera—the most mysterious and, at the same time, the most fatal scourge which has afflicted humanity in these latter times.

The Manings, husband and wife, have been executed at Horsemonger Gaol.

The Cotton market has again been active, and a further advance of 1-8d. has been established. The sales of the week reached 50,970 bags.

### CANADIAN ANNEXATION.

The London *Examiner* contains the following able written article on the affairs of Canada:—

The question of annexation to the United States is mooted in Canada, and a manifesto has been published, variously stated as being signed by 350 and by 1,200 persons all of political parties. The leaders, however, seem to be the old Tories, who, soured by the loss of power, and by commercial difficulties which they have only shared with the rest of the empire, have suddenly turned round and become Republicans, as a cure for all the ills their flesh has been subject to. This is, as if our own agricultural protectionists were for the nonce, to become good democrats,—because out of place, and because wheat was at 42s. a quarter, and meat at 4d. a pound.

To annexation it may probably come at last, but assuredly, in the meanwhile, not one of the three parties interested in the question is ripe for it. The pride and prejudices of the English nation are unquestionably against it. Three hundred and fifty signatures in its favour, or twice three hundred and fifty, are no proof that it is desired by a population of two millions of colonists. Then, the whole southern States of the American union are against the measure to a man. There is no chance, whatever, then, of its being carried, or even making any considerable progress, just now.

Some of the grounds on which annexation is argued by the writers of the manifesto are futile, and indeed absurd. The abolition of protection on the part of Great Britain, deeply deplored by these sons of freedom, is to be remedied by the protection afforded by the great Republic.—At the very moment that the subscribers are attaching their signatures, the main portion of this ground is cut away from under their feet by the abolition of the American navigation laws. On every load of timber which the Canadians import into the United Kingdom, they have down to this hour, a protective duty of 5s. equal to one fourth part of the whole tax on foreign timber. This, of course, they would lose by annexation; nor would they have protection under the laws of the union, from any timber whatsoever that it was possible to bring into competition with them in the American market.

But the most extravagant of the anticipated benefits from annexation is protection to Canadian manufacturers. What are these either in esse or in posse? The American legislature, under the advice of certain American manufacturers, imposed a tax on the American people, through a protective duty which greatly enhances the cost of every yard of calico and every ton of iron they use, depreciating at the same time the quality of the articles they are forced to consume. It is this piece economical mischief which the framers of the Canadian manifesto coolly propose as a great national advantage.

By the aid of protection, or, in other terms, of self-im-productive taxation, the Americans have been enabled to establish large manufactures of cotton and iron, one of which, at the moment of drawing up the manifesto, was tottering for want of sufficient protection, and calling out for more taxation to bolster it up. These manufactures have been established for many years, and against them, on equal terms, the young manufacturers of Canada would have to compete. Without coal, and without iron in the same abundance as in the old States of the union, and with cotton further fetched, and therefore dearer, the struggle of the Canadian manufactures would assuredly be a very hopeless one.

The manifesto particularly dwells on the advantage which Lower Canada, in particular, would reap from the establishment of protected manufactures, owing to the abundance of "water privileges" and of "cheap labour." This is sheer self-delusion. For one half the year the "water privilege" of Canada is solid ice, which does not move wheels but locks them up. A country like Lower Canada, with neither iron nor coal, gains nothing by cheap labour. In the poorest part of Scotland, Ireland, and Wales, where labour is low-priced, but where there are no coals,—manufactures, although tried, have never succeeded, but they flourish where labour is high and coal abundant. Some deduction, too, must be made for race. Manufactures in Lower Canada, with low-priced wages, supposes Gallican labourers;—artizans of the age of Louis XIII. and Frenchmen of any age, have not as yet been successful competitors with men of the Anglo-Saxon race, and in any great branch of national industry, even on a fair and equal field, which Lower Canada, compared with Pennsylvania, is not. In so far as manufactures are concerned, what the Canadians would acquire would be the privilege of buying dear manufactures, and what they would lose, that of purchasing cheap ones.

Let us, however, suppose a peaceable annexation of the Canadas to the great federal Republic, and glance at its probable results, as they would affect the different parties interested.

First, then, with respect to the Canadians. The long line of custom-houses on the present frontier will be removed; the productions, the capital, and the population of the union will enter the Canadas freely; and the number of the Canadians (they have little else to exchange) will find a market in the union, without payment of any duty, but in competition with the timber of the present less cultivated States, while they will lose all the advantages in the English market,—indeed the English market altogether; for with inferior timber, and a longer carriage, they cannot compete in an equal market with the nations of the north of Europe.