

afforded the most sincere consolation to his paternal heart. This was stated in the official document which was just read. 'Give him,' added the holy father, 'my blessing from my whole heart, my whole soul. Tell him how sincerely I appreciate his piety, his zeal, his devotedness.' The Holy Father, my lord, commissioned me to say, in addition, that while he looked with peculiar interest to the Church of Ireland as a chief source of consolation, he recommends to your grace and to the illustrious hierarchy of which you are so bright an ornament, that you would ever cherish that union and harmony which have hitherto been the bulwark of Catholicity in this realm, and without which you are sure to become the prey of your enemies. This was the advice of the Holy Father.

ANTIQUARIAN DISCOVERY.

A few weeks ago, in cleaning out the ruins of an old chapel at Nuneham Regis, in Warwickshire, which had been pulled down, all but the belfry tower, about 40 years since, we thought it necessary to trench the whole space, that we might more certainly mark out the boundaries of the building, as we wished to restore it, in some measure to its former state. We began to trench all the west end, and came on a great many bones and skeletons from which the coffins had crumbled away, till, finding the earth had been moved, we went deeper, and discovered a leaden coffin, quite perfect, without date or inscription of any kind. We cut the lead and folded back the top, so as not to destroy it; beneath was a wooden coffin in good preservation, and also without any inscription. As soon as the leaden top was rolled back a most overpowering aromatic smell diffused itself all over the place. We then unfasted the inner coffin, and found the body of a man embalmed with great care, and heaps of rosemary and aromatic leaves piled over him. On examining the body more closely we found it had been beheaded; the head was separately wrapped up in linen, and the linen shirt that covered the body was drawn quite over the neck where the head had been cut off; the head was laid straight with the body, and, where the joining of the neck and head should have been, it was tied round with a broad black riband. He had a peaked beard, and a quantity of long brown hair, curled and clotted with blood, round his neck: the only mark or anything about him was on the linen on his chest, just above where his hands were crossed: on it were the letters 'T B' worked in black silk. His hands were crossed on his breast, the wrists were tied with black riband, and the thumbs were tied together with black riband. On trenching towards the chancel we came on four leaden coffins laid side by side, with inscriptions on each; one contained the body of Francis, Earl of Chichester and Lord Dunsmure, 1633; the next the body of Audrey, Countess of Chichester, 1652; another the body of Lady Audrey Leigh, their daughter, 1640; and the fourth the body of Sir John Anderson, son of Lady Chichester, by her first husband. We opened the coffin of Lady Audrey Leigh, and found her perfectly embalmed and in entire preservation, her flesh quite plump, as if she were alive, her face very beautiful, her hands exceedingly small and not wasted; she was dressed in fine linen, trimmed all over with old point lace, and two rows of lace were laid flat across her forehead. She looked exactly as if she were lying asleep, and seemed not more than 16 or 17 years old; her beauty was very great; and even her eyelashes and eyebrows were quite perfect, and her eyes were closed; no part of her face or figure were at all fallen in. We also opened Lady Chichester's coffin, but with her the embalming had apparently failed; she was a skeleton, though the coffin was half full of aromatic leaves. Her hair, however, was as fresh as if she lived; it was long, thick, and as soft and glossy as that of a child, and of a perfect auburn colour. In trenching on one side of where the altar had been, we found another leaden coffin with an inscription. It contained the body of a Dame Maria Browne, daughter of one of the Leighs, and of the Lady Marie, daughter to Lord Chancellor Brackley. This body was also quite perfect, and embalmed principally with a very small coffee-coloured seed, with which the coffin was nearly filled, and it also had so powerful a perfume that it filled the whole space. The linen, riband, &c., were quite strong and good in all these instances, and remained so after exposure to the air; we kept a piece out of each coffin, and had it washed without its being at all destroyed. Young Lady Audrey had earrings in her ears—black enamelled serpents. The perfume of the herbs and gums used in embalming them was so sickening that we were all ill after inhaling it, and most of the men employed in digging up the coffins were ill also. My object in sending this account is, if possible, to discover who the beheaded man is. The chapel is on the

estate of Lord John Scott, who inherited it from his paternal grandmother, the Duchess of Buccleuch, daughter of the Duke of Montagu, into whose family Nuneham Regis and other possessions in Warwickshire came by the marriage of his grandfather with the daughter of Lord Dunsmure, Earl of Chichester.

THREATENED SUSPENSION OF THE BISHOP OF EXETER.

The public may expect to hear in a few days of proceedings which are about to be instituted ecclesiastically against the Bishop of Exeter in reference to his recent course at Plymouth. It will be remembered that when inquiring into the case of the Rev. G. R. Prynne, the bishop boldly advocated the practice of auricular confession, and the doctrine of priestly absolution, as set forth in the Book of Common Prayer, but with the evangelical party allege are opposed to the principles of the Church of England. The Archbishop of Canterbury is said to be in favor of the movement against the Bishop of Exeter. The High Church party have already put themselves in a position of defence against this attack, and a large sum of money will be raised to carry the right reverend champion of their principles through the conflict.—*London Sunday Times.*

WEDNESDAY'S MAIL.

NEW BRUNSWICK.

DEPLORABLE ACCIDENT IN THE HARBOUR.—We have again to record one of those sad accidents of which our harbour is so fruitful. On Thursday evening, about six o'clock, the night being clear and fine, the gang of labourers in the employment of Mr Francis Mahoney, Stevedore, who were at work on board the Zenobia, left in two boats to return on shore—one boat containing thirteen men; in the other (a skiff) were four or five. The Ferry Boat had just left the ferry landing, on her way to Carleton, and when in the full run of the tide, which was then nearly low, the parties on board the steamer saw the boats approaching hailed them. Finding they did not turn back or cease rowing they rang the steamer's bell, to warn them off, and stopped the engines. It is certain that the men in the boats saw the steamer by this time, for the men in the skiff, which was in advance of the other boat, finding they could not pass, turned back and avoided the danger. The men in the large boat, believing they could cross the bows of the steamer in time, continued to pull for some time longer, until they came quite close and a collision was imminent, when they became confused and pulled some in one direction and some in another, and as the steamer touched the boat all jumped up. The steamer continued, of course, to make much way and the ebb tide was running very strong. It appears that when the bow of the steamer struck the boat about the middle it turned under the guards towards the paddles and capsized. Four of the men clung to the paddles and were got on board through the paddle box and one got up at the bow of the steamer, four were picked up by the skiff, and four others were drowned. Mr Mahoney himself, who witnessed the accident from another vessel, put off with some men in a boat, but too late to render any effectual assistance.

As may be expected, in cases of this kind, the accounts are very various, and in some degree conflicting; but as far as we can learn, the facts of the case are as we have stated. The reports that were first generally believed, that there were 18 men in the boat, and that at least 11 had perished, fortunately proved to be incorrect, and it is now certain that only four have been lost. It was stated that there were only 12 men in the boat; that only three men had escaped by catching the paddles, and that 5 were drowned. One story was, that the steamer's engines were not stopped until the collision had actually taken place, and that it was impossible for the men in the boat to avoid her. From all we can learn, however, no blame can attach to those on board the steamer, who did all that could be done to prevent the collision. It was said, and we believe admitted by those who were in the boat, that they could have avoided the steamer by holding back, as the other boat did, and it is thought, that had they continued to row vigorously, they could have crossed her bows as intended; but as is usual in such cases, just when presence of mind was most necessary, it failed them and they became paralyzed. We trust that in fairness to all parties, there will be a strict investigation into all the circumstances.

THE SUSPENSION BRIDGE.—The Suspension Bridge is now rapidly approaching completion. The four towers are finished, and four of the wire cables are thrown across, and the others will quickly follow. The able engineer, Captain Serrell, is constantly in attendance urging on the work, and it is confidently expected that the

bridge will be open for traffic before the first of January.

Messrs. Beatty and Campbell left in the steamer Admiral on Friday morning, on their way to England.—*St. John Freeman.*

The last Head Quarters announces the matrimonial nuptials of the Hon. James Carter, Chief Justice, to Miss Mary Spencer, daughter of the Venerable Archdeacon Coster.

P. E. ISLAND.

THE NEW LINE.—Extract of a Letter from one of the Messrs. Gisborne, dated Charlottetown, Nov. 8.

'To-morrow, Tuesday, we ship the Cable on board the brig 'Eliza,' and she will proceed on Wednesday, to Cape Traverse. The Steamer will accompany her, and, if weather permits, we shall lay it this week. The first post will be erected in this Town on Thursday. The Line from Cape Tormentine to Sackville is now being built. In three weeks, if successful with the Cable, we shall be in communication with you.'

A Fishing Boat, loaded with wheat, on board of which were John M'Innis, sen., John M'Innis, jun., John Deagle, and Patrick M'Kie, all belonging to Big Mimingash, near the North Cape, was upset in the N. E. gale on the 21st ult., and was driven ashore at Richibucto, bottom upwards. There can be no doubt, but the unfortunate men were all lost.

FRIDAY'S MAIL.

NEWFOUNDLAND.

By the arrival of the Mail Boat at Halifax we have received late papers.

The Newfoundlander says—"With every fair allowance for exaggerated reports, we know there are localities, north and west particularly, where the Fishery has almost completely failed; and the Potato blight has spread from one end to the other. These two concurrent causes must manifestly produce a vast amount of distress.

A severe storm of thunder and lightning accompanied by torrents of rain had passed over Harbour Grace and the vicinity on the night of the 1st inst.

The Pilot is happy to learn that most of the Newfoundland fishermen who were absent during the past season, at the Labrador fishery and returned with good saving voyages.—*St. John New Brunswicker.*

NEW BRUNSWICK.

WHETHER, OR NOT?—The question is, whether the weather with which we are now favoured, is winter weather or not? We are strongly inclined to the opinion, that the amalgam of snow, ice, mud and slush which now grace our streets, is the initiation of winter; and that there is every indication of more to come. The clouds bear a snowy appearance, and we suspect that our roads will soon be in a practical condition for sleigh runners and the merry horse-bells. A morning contemporary hints a belief, that the "Indian Summer is yet to come;" but we firmly opine that its next appearance is postponed to the latter end of 1853. The weather of late has been so capricious and stormy, that we shall really rejoice to see a good snow road under foot, and clear sky over head; clouds and rains have been so long prevalent, that the last six Sundays have been bad weather; and much of the same on the intervening weekdays.—*St. John Observer.*

ODELL'S GROVE.—The Fredericton Reporter is advocating the purchase, by the Corporation, of this beautiful grove, for the purpose of a public Park. We are glad to find that our contemporary's taste has not been altogether sapped by that dreadful railroad measure. If we published in Fredericton we should certainly agitate the purchase of the grove. Let the people of Fredericton preserve all the heavy spots they have. When the railroads are completed, Fredericton will become a large and most magnificent City, the ground being so level, the beautiful scenery of the river and above all the luxurious climate she possesses in the summer time. Purchase the Grove, and preserve it by all means. If the originals in St. John, had, when they commenced building, preserved the forest trees, in various parts of the City, especially in King Street, and the Squares, we should now have a handsome city in one great respect. If an unfortunate tree is suffered to stand on a man's premises, his successor is sure to cut it down as an encumbrance. If we had a little despotic power for a year, we would compel the owners of every house in every broad street in the City, to plant an elm, or chestnut in front of his door, the same as in the American suburban Cities. Purchase Odell's Grove by all means, ye people of Fredericton! Consider every tree in it as a jewel to your City.

HIGH TIDE.—The tide was so high in this harbour on Saturday morning, that several of the wharves were entirely under water.—*St. John Morning News.*

STEAM BOAT ACCIDENTS.—The Steamers brought from the Kennebeck this Summer, to ply on our waters, have been rather unfortunate lately. A short time ago the J. D. Pierce went ashore in the Falls, and was for two or three days in great danger, but was got off without injury. Last week the Woodstock broke her crank, and was laid up; and on Tuesday, the J. D. Pierce broke one of her engines, and will not probably run again this Fall.—*Carleton Sentinel.*

UNITED STATES.

ANOTHER CUBAN EXPEDITION.—The Tribune's Washington correspondent says, I have been informed by one who is himself inside of the ring, that an expedition has been planned and will be fitted out against Cuba in less than six months.

The price of meat in New York has risen so much, that about twenty of the prominent eating-houses have joined in raising the price of a common six-penny plate of meat to ninepence. Beef has risen within three months from 10 to 15 cents a pound, and all kinds of fish have risen 25 per cent. Board that used to be obtained for \$2 50 to \$3 a week now cost from \$4 to \$5.

There were sixty yellow fever and twenty-six cholera deaths at New Orleans the past week.

A FORTUNE IN VIEW.—Mr John Crofts Coffield, aged seventy-six years, died on the 28th ult., at his residence in Ann street, where he had for years lived in a penurious and retired manner. It was believed that by his penurious habit he had saved a small sum of money, earned at his trade, cobbling boots and shoes; but great was the surprise of his friends and others on overhauling the old boots in the corner of his room soon after his death, to find some of them literally crammed with old wallets well filled with the "root of all evil." It is impossible at present to tell the amount of fortune he has left, but we have heard it estimated at so large a sum seems incredible, \$200,000, and what makes it more interesting to the parties concerned, he has left a will as long as the moral law, well and faithfully executed, in which he decrees that his estate shall be kept in trust for twenty years, before the heirs, with one exception, can receive any benefit therefrom.—*Boston Advertiser.*

It is estimated that \$12,000,000 will be expended in the construction of railroads in the State of New York this year.

CANADA.

In our last, we alluded to the contract between Her Majesty's Canadian Government and the proprietors of the Line of Ocean Steamers, to run between the St. Lawrence and Liverpool. The first vessel of the line, will be the 'Cleopatra,' which is expected to arrive about the first of May, 1853. This vessel is very favourably known, having loaded in the London docks, and sailed for Australia last September, calling at the Cape of Good Hope with the Government mails, and making the run to Madeira in five days and four hours. She also made a very rapid run from the Clyde to London. We understand that there is every reason to believe that this steamer, and the others of the line, after the consumption of coal, during the voyage, when lightened by the partial discharge of cargo at Quebec, will not be too much draught to pass Lake St. Peter; and, thus, the communication between Montreal and Liverpool will be direct.—The monthly line will be commenced by the 'Cleopatra,' and a consort ship, of the same class, now nearly completed. These two vessels will be of fifteen hundred tons burthen each, and their engines of three hundred horse power, and of two hundred and thirty feet of keel, not merely of two hundred, as by a typographical error we stated in our last. The three other vessels, to complete the fortnightly line, will be still larger, and possess more power.—From what we have stated, which we do on the best authority, the Canadian public may be assured that the line will be of the first class, and the passages will be made with all the certainty and celerity of which steam power is capable.—*Quebec Transcript.*

The Canadian Parliament was to adjourn on Wednesday last, to await the action of Congress on the reciprocity question.

AUSTRALIA.—Files of Sydney papers received at Boston up to July 7. The gold discoveries are reported to extend in surface, and increase in richness of deposit. Fortunes are being made with great facility.—Hundreds of English emigrants are arriving daily from all parts of the world. Business was brisk, and provisions generally high. The amount of dust and ingots shipped to England on the 26th and 27th of June was 25,044 ounces.

The rains had been heavy, and a village Gundaigar, on the North bend of the Murrumbidgee, was destroyed by a freshet on the 29th of June, and between 60 and 80 lives lost. The town has been completely ruined.