

MISCELLANEOUS EXTRACTS.

CHRISTIAN CIVILIZATION RAPIDLY ADVANCING UPON ASIA.—On the Bosphorus stands the whole representative force of Christendom ready for operating upon that section of Asia. A thousand miles to the east, in Armenia, stands a Russian system of power and moral force prepared to act southwards and eastwards. A thousand miles further to the east stands an English system, of the same mixed quality, in Afghanistan. A thousand miles to the east of that stands a permanent system of British influence acting upon Burmese Asia, &c. And, finally, at a thousand miles east of this is now going on such a demonstration of British aggressive power, as must place our future intercourse with China upon a footing suited to our dignity. Even in the extreme part of Asia a new influence will probably arise for Christian nations upon the inert masses of the East.... But for the present that is less important. It is sufficient that from the Ganges and Burmepooter, westwards to the Bosphorus, comprehending three stages of a thousand to twelve hundred miles each, the Oriental population is henceforward intervened and penetrated by Christian civilization, in a way that secures the rapid triumph of both elements in that compound power. The European civilization will come first; then Christianity, which has been the parent of that civilization, will, in this case, follow—it will follow in the train of what for ourselves have been its results. To the most timid of speculators this cannot appear doubtful, because the major part of the problem has been already accomplished. The population of Hindostan, which is really great in a positive sense, though very small in relation to the extent of India, has been already placed under the influence of European civilization. A law code, modified by our lights, regulates their jurisprudence. Their commerce, diplomacy, taxation, war, treatment of prisoners, &c., all are thoroughly British in their moral principles, and Asiatic only in the adaptation of these principles to climate or ancient usage. What has been actually accomplished for the population of Hindostan, may be anticipated with less difficulty for the much smaller population to the West. In the first great chamber westwards, stretching from the Indus to the Tigris, two Christian powers are now operating, instead of the one which has revolutionised India. The second great chamber westwards, from the Tigris to the Sea of Marmora, is now not only under the operation of all Christian nations who trade to the Levant, but is actually taken under the surveillance of the great Christian powers. In this instance we see the slow but sure advance of European light. At the end of the last century, when France made a lawless invasion of Egypt, no interest was excited by that act, (apart from that of curiosity,) except in England, and there only from anxiety for India. Egypt was shut out from the European balance of power. Now, creeping like a tide over a flat surface of shore, gradually the European system of diplomatic calculations has reached Egypt, Syria, and Asia Minor. Another generation will probably carry this tide beyond the Tigris; and if Persia should still exist at that era, she, like Turkey, will have her ruins propped up by a congress of European princes..... But whatever may be the fate of particular sovereigns or dynasties, nobody can fail to see in this regular succession and chain of European armies, (acting, observe, everywhere as organising forces, not as blind conquerors;) in these repeating telegraphs for carrying European influences over the whole of southern Asia, (that is, the whole of Asia not already in Christian hands,) that the great preliminary work is finished of posting and bringing to bear machinery of a new civilization. All the powers have taken up their positions. It ought to strike every man who fancies that Mahometanism (because better than idolatry) is compatible with a high order of civilization, that it has never yet succeeded under any circumstances in winning for a people these results:—1. Civil liberty, or immunity from the bloodiest despotism.—2. The power of terminating from within any intestine tumults: nothing but the sword ever heals dissensions in the East.—3. Any such cohesive power as enabled a people to resist foreign invaders; military conquest passes like a gale of wind through eastern nations.—4. Above all, any progressive state. In everything the East has been always unprogressive.—Blackwood.

EXTRAORDINARY OCCURRENCE.—A New York Packet Ship attacked in the Channel.—On Friday last, at noon, as the New York packet ship South America, Captain Bailey, which sailed from New York on the 3d inst., and arrived at Liverpool on Sunday, was entering the Channel, she was suddenly fired into by a small vessel, resembling an English yacht. The following statement is abridged from a Liverpool journal:— Captain Bailey had, in the course of the forenoon, passed a number of fishing boats and other small vessels. About twelve o'clock, when abreast of the Old Head of Kinsale, he saw what he deemed to be a yacht standing across his bows. She tacked and hove to, and the South America passed her within hail, Captain Bailey called some of his passengers to look at her, as one of them, an American gentleman, who had never been in this country, had never seen an English yacht. It was immediately a subject of remark that she carried an unusual number of hands, her crew consisting of about 25 men. The South America having passed her, she made sail in pursuit, and, in a few moments, fired a shot, which dropped about half the ship's length a-head of the South America, on the starboard side. The other shots followed in quick succession, the first of which passed, as near as could be ascertained, over the foreyardarm; the second struck the ship on the starboard quarter. Captain Bailey, astonished at the suddenness of the attack, and having on his deck 125 steerage and several cabin passengers completely exposed, thought it best to leave the ship. This was immediately done; but, even then, two more shots were fired, one of which struck the water about ten feet from the rudder. Capt. Bailey, who was standing on the taffrail at the time, distinctly saw this shot strike the water. One of the men, who was employed aloft, heard a

shot whistle close past him. In trepidation he seized the first rope that came to hand and descended to the deck. The strange craft, when she came up, hailed the South America as follows:—"Ship a hoy!" "Holla!" was the reply. "Where are you from?" inquired the man who hailed from the yacht. "New York." "What's your cargo?" "Wheat and flour," responded Captain Bailey, who added, "Who and what are you?" The only reply received was, "Why don't you hoist your colours?" The strange craft immediately hauled her wind and went off. The South America made sail, and came up to this port. Captain Bailey describes the vessel as being built much after the model of such yachts as he has seen in the habit of seeing in England. She was painted black outside, and oak colour within. She had what appeared to be a long glass skylight in the centre of her deck, two quarter boats, and an immense square-sail yard athwart ships. At the mizen peak she had a small English flag flying, but no pennant. The man that hailed was not in uniform, but was dressed like the rest of the sailors. Not expecting any such rencontre, Captain Bailey had not his colours flying. Immediately after the vessel alluded to had quitted the South America, she caused an English brig to heave to, and held her in parley a full half hour; after which the brig was seen to make sail and proceed on her course.

THE MISSIONARY WILLIAMS.—By private letters received from Australia it appears that Her Majesty's ship *Favourite*, which sailed from Sydney on the 1st February to search for the remains of the missionaries Williams and Harris, has been successful in the object. The expedition was accompanied by Mr. Cunningham, the survivor of the massacre, attended by a Samoan chief, to act as interpreter. At the fatal Napati Bay, in the island of Erumango, several natives attended the landing of the boats, who fled precipitately, but being called to by the interpreters returned, when a negotiation commenced. The natives said that but few bones remained, that two heads were at the west of the bay, and a few bones to the east. Various temptations were offered to procure the whole, but these were ineffectual, the natives declaring they had made a feast of the bodies at the edge of the brook, and had cast away several of the bones into the lagoon. It was not their custom to preserve any part on such occasions, except the arm and leg bones, of which they formed tools and made fish-hooks. The natives stated, however, that another tribe had made an incursion upon them, and had taken away the whole or most of the clothes. By dint of presents the natives were at last induced to bring down to the boats some human bones, which there was no doubt belonged to white men. It was only by threats at last, after a lengthened intercourse, that the natives brought down three skulls, which they said were belonging to the white men. Although they were unable to distinguish them, they said that they were the remains of the two bodies sought for, and of another white man, of whose death no record had been preserved. Captain Croker, of the *Favourite*, felt satisfied that it was not probable any more remains existed, as the Erumangos loved their fish-hooks too well to miss the chance of obtaining them, by allowing a single bone to escape their search. The vessel then set sail for the Samoas, where, surrounded by the commander, officer, and crew of Her Majesty's vessel, wept over by his relatives and deplored by the thousands of Samoans who had heard the gospel from his lips, the ashes of the venerated missionary Williams and his companion were committed to the dust.

THE ARMY OF EGYPT.—The decorations used in the Pacha's army, says Dr. Bowring, consist of crescents and stars. A lieutenant wears a silver crescent; a captain, a silver crescent and a star above; a major has a crescent and star, silver gilt; a lieutenant-colonel, a diamond star over a gilt crescent; a full colonel, a star and crescent, both of diamond; a general, a diamond crescent and two diamond stars; a pacha has a diamond crescent and three diamond stars. The dress of the Egyptian army and navy is between the Oriental and Frank costume—a short jacket, covering a waistcoat; very loose and large breeches, fastened close round the calves of the legs; and the ordinary sash is worn.

Several experiments have recently been made with flying bridges and boats upon the Rhine, near Strasburgh, and it has been found that a safe passage for troops can be thrown over in about twenty minutes, and that a flying bridge, capable of bearing 300 men, expanded itself across the river in three minutes.

RECOVERY OF THE CHAIN CABLE OF HER MAJESTY'S SHIP HOWE AT SPITHEAD.—The chain cable of the Howe having by an unfortunate accident, run entirely out of the hawse hole on Friday morning last, after the anchor was cast, and fallen to the bottom, a creeper was employed to discover it, which grappled it near the buoy over the anchor. On Saturday afternoon, in compliance with a request communicated by one of the lieutenants of the Howe, Colonel Pasley sent a boat to the spot with Mr. Hall, one of his most expert divers, and a party of men employed about the Royal George, to attend him, who threw out a small anchor near the Howe, and then moored their boat in the supposed direction of the chain cable, by making fast a line from the stern of the boat to that cable's buoy.

Mr. Hall then descended by the rope attached to the creeper, by which he found the chain, and from that point walked along the whole extent of the chain until he reached the extreme end of it, to the last link of which he made fast one of the bull ropes that had been used for weighing the fragments of the Royal George, by means of which Mr. Pardo, master attendant of Portsmouth dock-yard, and Mr. Taylor, master of the Howe, with a strong party of seamen and mariners, got up the end of the chain cable first into a mooring lighter, and in the course of about two hours afterwards it was passed through one of the hawse holes of the Howe and properly secured. Mr. Hall went down to the bottom about half-past two, and finished his task about four o'clock, and only came up twice in the meantime, to communicate with some men in the boat. It is supposed that he walked at least two

hundred yards along the bottom, and during this period, the boat with the pump, which was constantly at work to supply him with air, was warped along in the same direction, according to signals made by him from below. This is the second time that this excellent diver has been of use to the navy at Portsmouth, having on a former occasion examined the bottom of the Vanguard after she took the ground on being towed out of the harbour by the Echo steamer. As this difficult operation required him repeatedly to pass head foremost under the keel of the Vanguard, he performed it in Mr. Siebe's improved tight diving dress, but in recovering the cable of the Howe, which was comparatively an easy task, he used the common diving dress, in which he has generally worked on the wreck of the Royal George, leaving Siebe's dress to the divers of the Royal Sappers and Miners, who have been employed on the wreck for the last three months, and whom it was desirable to send down in a tight dress, as being the safest, they not having any previous experience like the professional divers with whom they have been co-operating.

PRINCE LOUIS NAPOLEON.—A Calais journal states that Prince Louis Napoleon, when he landed at Boulogne, had in his coat-pocket a pocket-book, in which were English Bank notes for £3,000, and a considerable sum in gold, all of which, when his coat was returned to him, after having been dried from his immersion in the water, were missing.

The Abbé de Chamisac, Canon of Perigueux, gave a dinner there a few days ago to a party of friends, in commemoration of his entering that day into the 100th year of his age. He did the honors of the table himself with the utmost vivacity, and would not suffer his guests to depart without making an engagement to dine with him again on that day twelvemonth. He was made cannon when only twenty years of age, and is probably the senior of all these officers of the whole Roman Catholic Church.—*Galignani*.

THE EMPEROR OF CHINA.—Taou Kwang ascended the Throne on the 2d of September, 1820, upon the death of his father, Kea King; and although a contest for the succession between him and his brother was at first apprehended, the claims of Taou Kwang were peaceably acknowledged; and on his taking on himself the reins of government, he assumed the name of Yuenhwy, under which he is scarcely known among Europeans. He is about 58 years of age, rather robust and of a mild expression of countenance. He is, on the whole, favourably spoken of; being represented to be of a benevolent disposition, and not given to those acts of cruelty or despotism which have disgraced many of his ancestors. He has several children by the late Empress—the second son having shewn signs of a rebellious disposition, has been despatched to the Monk-don army, with strong injunctions to treat him with severity. Taou Kwang, although a despotic monarch, is entirely at the mercy of the ministerial Mandarins, who form "the interior council chamber," and the chief councillors are four in number, two Tartars and two Chinese; the former always taking precedence. Below these are a number of assessors who form the chief Council of State. A peculiar feature of the government is the office of censors, who are, properly speaking, spies. By the ancient custom of the empire, they are privileged to present any remonstrance to the sovereign without danger of losing their lives; but they are frequently degraded if their advice is unwelcome. These ministers also dictate the measures to be pursued, and keep the emperor entirely ignorant of the principal events of his empire. In all probability he will not be made acquainted with the formidable armament invading his territories, until the thunder of the British artillery is resounded within the walls of his palace, and awakens him from his celestial slumbers of fatal security.

SINKING OF MOUNT ARARAT.—On the 25th ult. news was received at Petersburg, from Teflis, that at the end of June the whole of the upper part of the celebrated Mount Ararat, in Armenia, had sunk down. For some days before the phenomenon, a hollow noise was heard in the interior of the mountain, which was clearly perceived in all the neighbourhood of the settlement on the extensive periphery of the mountain; it is said that only a large village and an Armenian monastery, dependent on the celebrated Etchmiadzin, are buried with their inhabitants. We have not received the official accounts. Another statement is, that the accounts of the late earthquake are terrible. Ourdabad, Nakshivan, Erivan, Bakoo, and Bajezid are greatly damaged, and there has been a great loss of life. Some villages, both to the south and north of the Araxes, are totally destroyed, others partially so. One village close to Ararat was completely buried under a rock, with the whole of its inhabitants.

HINTS TO RAILWAY TRAVELLERS.—Never travel by night. Occupy the centre seat of the centre division of the centre carriage of the train. The motion is less: the majority of travellers choose the seat next the window; it is consequently an even chance you can rest your legs on the seat opposite: if the carriage is upset, you are not so liable to be cut by the glass, and it is not quite certain you will be literally smashed to pieces. Always compell the porters to place your luggage on the roof of the carriage that contains you: any small parcel under your seat; if active, you will be able to keep possession of your own on arrival at your destination. Always select the fast trains, the word "fast" only signifying better conducted, and that you stop four instead of fourteen times between London and Birmingham. Always arrive at the station half an hour before the time. You can then choose your seat, and guard against being locked up in a wrong carriage.—*An Old Railer*.

THE FRENCH IN ALGIERS.—A private correspondent of the *Morning Chronicle* gives the following account of the state of the French army and its losses in Algiers:—"There are upwards of 70,000 soldiers in the country, 10,000 of whom are in hospitals. Great numbers die of fatigue and starvation. When they march, they have about 1 cwt. to carry, which in a burning sun is dreadful. They are fighting and skirmishing night and day, and at times

within four miles of this place. It is a war of extermination: no quarter is given on either side. The Arabs have a tuft of hair on the back part of their heads, by which they believe Mahomet takes them up to heaven when slain in battle. They believe they cannot go to heaven if their heads are cut off. This fact the French have found out, and it has been a common sight to see horse soldiers come into the town with the heads of Arabs hanging to the horses, but this barbarous custom, I am informed, is to be discontinued. I have seen Marshal Vallee, who has a strong resemblance to the Duke of Wellington. Since the first invasion, about ten years ago, there have been about 50,000 slain. For a considerable time past there have been upwards of a thousand soldiers arrive every week: very few return except invalids. The large sum of twenty thousand sterling is sent every week to pay the army. This is but a small portion of the expenses, as all contracts are paid by the government in Paris, which must be very considerable. It is horrible to contemplate the waste of blood and treasure; and I cannot learn what is to compensate the French for such sacrifices; there is little or nothing to export, and the Arabs destroy all produce whenever they can find it."

We have given elsewhere the *Morning Chronicle's* just eulogium on the talents and virtues of the French King. The late unsuccessful attempt, for the sixth time, to assassinate a man personally so unapproachable and politically entitled to the respect even of his opponents, from the rare sagacity he has shown in discharging regal duties far more arduous than those which attach to any other throne in Europe, cannot fail to excite the general sympathy of the wise and good throughout Christendom. That he should have been singled out for destruction, too, at a moment when he was exerting himself to avert from Europe the calamities of war, will secure for him the homage of all christian hearts, as a quasi martyr in the cause of civilization and progressive improvements.

Thanks to a gracious Providence, LOUIS PHILIPPE still lives to throw the weight of his influence into that scale, in which vibrate in painful suspense the best interests of mankind. Who can tell, but Providence may employ the very means designed to plunge Europe into a war of principles, as the instrument of giving a pacific bias to the prevalent excitement in France in favour of war? Sober minded men must see how slight a guarantee can be given for the maintenance of order and the security of life by a system of opinions which can legitimate assassinations in the prosecution of its political purposes. Thus the sword will spontaneously drop, we may hope, from the arm of many a republican even, upraised to avenge the imaginary insults of France, lest the first cannon shot, that shall break the long repose of Europe, should invoke the demon of the first revolution, and re-produce "hell in an uproar" in that ill-fated city, which they hoped to make the elysium of a milder republicanism. While such must be the effect of the late diabolical display on the minds even of the modern democratic party, it cannot fail to rouse the Conservative classes of the community to a firmer and bolder discharge of their public duties. We may thus anticipate, as a probable result of the late atrocity, a decision of the French Chambers in favour of peace and in harmony with the demands of Christianity and civilization.—*London Watchman*.

THE FRENCH FLEET.—Extract of a Toulon letter, quoted by the *Commerce*:—"Instead of recalling the Levant squadron, as was at first expected, the Government is about to reinforce it with the Ocean, Marengo, Trident, and Genereux of the line, four frigates, and three lighter ships. These will increase the naval force of France in the East, under Admiral Duperre, to fifteen ships of the line, four frigates, six smaller craft, and two armed steamers. The reserve squadron, which is to cruise between Toulon and Algiers, will within a month be composed of nineteen ships, namely, the *Souverain* and *Ville de Marseille*, which are now at Toulon, the *Indeflexible*, *Friedland*, and *Jemappes*, which are expected from the ports of the ocean, six frigates, six smaller ships, and two armed packets."

The armaments set on foot three months since (says the *Univers*) have given us an army of 450,000 men ready to enter in line. At the opening of the session the Ministry is to present to the Chambers a demand for a credit to raise 150,000 more, so that our army will be carried up to 600,000 men. The Ocean, Marengo, and Trident have returned to Toulon from their cruise off the Islands of Hyeres.—The *Helvetio* states, that French dealers have been making large purchases of horses in the canton of Berne; and that great quantities of horned cattle have also been bought on account of French dealers. A correspondent at Copenhagen writes on the 10th inst., that large purchases of horses, supposed to be for the French Government, are making in Denmark, and principally in the province of Jutland.

The pickpockets of Paris last week adopted an ingenious mode of collecting a crowd for the purpose of facilitating their operations. One of them in the Galerie d'Orleans, Palais Royal, pointed to a lady that he said was Madame Laffarge, the murderess. He called out that she had been set at liberty in consequence of her riches, in spite of her condemnation. The lady energetically denied that she was Madame Laffarge; but the man persisted the more strongly that she was. She was at length thrown into an hysterical fit by the strangeness of the accusation; and the persons who collected were readily induced to believe, and she had a narrow escape from their clutches. The pickpockets in the mean time did not loose the opportunity.

HER MAJESTY'S SHIP DRUID, FORTY-FOUR.—The crew of this ship excites considerable attention in the China Seas; they are all picked men, and almost the finest set of fellows in the English fleet. To maintain a character correspondent with the designation of the ship, they are dressed as Druidically as may be, with fine flowing beards, sweeping in many cases, down almost to the waist. They had been actively practised, about the beginning of May, near Macao, in the use of heavy guns on shore, the

firing being so arranged that the round shot could be recovered after the exercise was over. Several of the mandarins ventured to examine the shot thus discharged; they took up the cannon balls and carefully weighed them with their hands, and so far as they could be judged from the shaking of their heads, and the dismay pictured in their faces, seemed to consider them as very formidable missiles indeed, which they would much rather examine in their quiescent, than encounter in their projectile condition.

There is a traditional prophecy among the Chinese, that they are to be conquered by white people from the west, clothed from head to foot

THE REMAINS OF NAPOLEON.—The expense of transporting the Emperor's remains from Courbevoie to the Hotel des Invalides is estimated at several millions of francs. Immense preparations are on foot. The vessel carrying the coffin will arrive at Courbevoie. A triumphal arch will be there erected to receive the Imperial remains, and this ceremony will take place with the utmost pomp. The *cortège* will enter Paris by the Barriere de l'Étoile and the Champs Elysées. Benches will be erected on the line of passage, right and left, and covered with magnificent draperies. In front of the Invalides, a new road will be opened to receive the procession, and for this purpose a number of trees will come down. To aid the perspective, a flying bridge will be constructed, and will afterwards be taken down. The immense Court of the Invalides will be entirely covered, and hung with velvet of a violet colour, (the characteristic hue of Royal mourning,) and will likewise be transformed by the aid of a vast number of waxlights into an enormous *chapel ardente*. Twenty-four white-horses of an excellent breed have been imported from Germany, and by these the hearse will be drawn.

THE ROYAL CHEESE.—This famed produce of seven hundred and fifty cows progresses well in its advancement to ripeness and perfection, at the farm of Mr. Dunkerton, of West Pennard, and still continues to attract visitors from all parts of the country. No particular time is fixed for presentation, nor is it yet determined in what manner it is to be conveyed to London, but it is in contemplation it shall be drawn thither by eight of the finest and most beautiful cows the west of England can produce. The following additional verse, by a gentleman of Ashill Forest, has been added to those stanzas already written and set to music:—

III.
Zeal fir'd each honest Pennard breast
When they this triumph knew,
And fifty buxom dairy maids
Resolved some feat to do.
To prove their loyal heartfelt vows,
What could they offer more
Than seven hundred and fifty cows
To yield their precious store?
West Pennard, Oct. 25.

THE FEAST OF TABERNACLES.—The Jews have just celebrated this festival; it commenced on Monday week, and continued till yesterday. They each take to the Synagogue leaves of the date tree, the citron, boughs of myrtle, and branches of the drooping willow. On Saturday last, being the intermediate one of the feast, a very impressive sermon was preached by Mr. H. N. Solomon, on the text "The feast of harvest home, at the year's circuit." This sermon was delivered in English, (prayers being always read in Hebrew,) and the object of the preacher evidently was to impress on the heads of the congregation, the necessity and expediency of making public preaching a part of their religious worship. The sermon was listened to with great attention, and appeared to make a deep impression on the minds of the congregation, more particularly that portion which gave a description of the manner in which this festival was celebrated on the restoration of the Jews under Nehemiah and Ezra.

LOSS OF THE PHENIX STEAM SHIP.—On Monday a great excitement was created on the river and in the city by a report that the splendid steam ship Phenix had been run down by the Britannia steamer; and on the arrival of the latter vessel off the Custom-house with the passengers and crew of the former vessel, the rumour was fully confirmed.

The Britannia commanded by Captain J. Stranack, is a powerful steam ship, belonging to the General Steam Navigation Company. The Phenix, commanded by Captain Lefort, is the property of a French Company, and was manned by a crew of Englishmen and foreigners. Both vessels traded regularly between Havre and London. The Britannia left Havre for London at seven o'clock on Saturday evening, and the Phenix got under way from the Tower stairs soon after nine o'clock on Sunday morning. The two vessels met at sea nearly off Dungeness Point about eight o'clock on Sunday night. The Britannia was keeping her course, and she saw the Phenix approaching and altering her helm. The Britannia at the same time altered her helm, for the purpose of going clear of the Phenix, which, however, still kept coming down upon the Britannia. As soon as the Britannia saw there was no possibility of avoiding the Phenix, the engines were stopped, and the order issued to back a-stern, but before this could be effected the collision took place, the Britannia striking the Phenix just before the paddle box on the starboard side, and cut her down to the water's edge. The Phenix immediately began to fill, and the boats of both vessels were lowered, and saved the whole of the passengers and crew of the Phenix. They were taken on board the Britannia, and treated with every kindness and brought to London. The Phenix went down in thirty five fathoms water before the boats reached the Britannia, and is irrecoverably lost. Among the cargo were two hundred and fifty casks of tallow, fifteen tons of block tin, bale goods, and other property, worth at least £15,000.

The Phenix was built at Havre, was one of the handsomest steam ships ever seen afloat, and was universally admired on the river for her handsome proportions. Her saloon and cabins were fitted up in a very splendid and costly style, with expensive furniture and rich decorations.

The Britannia is a much larger and stouter vessel than the Phenix, and one of the most powerful of the fleet of steamers belonging to the General Steam Navigation Company. Her Commander, Captain Stranack, is a most