

EUROPEAN ITEMS.

The electric wire is nearly completed for the bed of the English Channel. Were the necessary governmental authorizations obtained, the communication might be established in less than a month. The cable, formed of copper and gutta percha, is twenty-eight miles long, and within an inexpressible fraction of two inches in diameter. It is sufficiently flexible to be coiled in a ship's hold. The vessel that is to undertake the duty of winding off the metallic cord will start from the French coast, paying out as she goes; the cable will sink to the bottom by its own weight, and will gradually bury itself in the sand or mud; the two extremities will be protected out to the point where the depth is a sufficient safeguard against anchors or shipwrecks.

A successful experiment has been made by Lord Willoughby d'Eresby of ploughing by steam. The result of his experiment is that by means of two steam engines, one at each end of the field, twenty-four acres may be ploughed in a week, at a cost of £6 16s, and that to accomplish the same work by animal power in the same space of time, ten horses would be required, at a total cost of £9 12s, making a saving of £2 16s.

News had been received of the death of Mr. James Richardson, the enterprising African traveller, on the 4th of March last. He died at the village of Unkurutua, six days distant from Kouka, the capital of Bornou. He had separated from his companions Drs. Barth and Overweg in January last. Mr. Richardson was an Englishman.

STEAM COMMUNICATION BETWEEN ENGLAND AND AFRICA.—The Admiralty have advertised for tenders for a monthly mail line of screw-steamers to and from England and the west coast of Africa. The ports to be touched at are Goree, Bathurst, Sierra Leone, Monrovia (Liberia), Cape Coast Castle, Accra, Whydah, Badagry, Lagos, Bonny, Old Calabar, Cameroons, and Fernando Po. The steamers will trade at these points.

DESERTION OF SEAMEN.—The practice of desertion by seamen from British ships abroad, particularly from those trading to Canada, has lately increased to a most annoying and injurious extent; and by the recent Mercantile Marine Act, the Legislature, with a view to checking this crime as much as possible, has made provision for forfeiting the wages of the deserter not merely in the ship from which he deserts, but also that in which he enters for the home voyage. No fewer than six cases of this description were brought before John Gray, Esq., J. P., in Greenock, on Wednesday, in all of which he declared the wages forfeited in terms of the act; and it is to be hoped that if some energy be exhibited in carrying out the provisions of the statute, the disgraceful and dangerous crime of desertion will be altogether put an end to, or at least diminished in frequency. —*Greenock Advertiser*.

From the 1st of May to the 22nd of August, this year, forty-one emigrant vessels sailed from the port of Limerick for America, with 5870 passengers.

The cattle exported from Cork this year is less than the exports in 1850 by 6368 cows, 13,673 sheep, 2016 pigs, 786 calves, and 83 horses; and the grain less by 14,773 barrels, and butter by 29,352 firkins.

The *Cologne Gazette* states that the Austrian Government is desirous of securing the re-election of Louis Napoleon Bonaparte to the Presidency of the French Republic, and that it will do everything to forward his views.

"Every practical success of the season," says the *Times*, "belongs to the Americans." Their reaping machine, their revolvers, and their yatch, are great facts, and every one who is truly English—truly frankly and generous—will admire the skill and enterprise that produced them.

Captain Forbes is about to proceed on another mission to the African sovereign, King Dabomey, with a view of securing his Majesty's co-operation in the suppression of the slave trade.

Her Majesty has granted a pension of £100 a year out of the civil list to the widow and family of the late Dr. Reid, of Glasgow University.

The Prince of Wales though only in his tenth year, has begun to visit the nobility. He dined lately with the Duke of Somerset.

H. R. H. the infante Don Juan of Spain, with an attendant, arrived in London to view the Great Exhibition.

There is to be a grand Industrial Exhibition of all nations at Vienna, next year.

THE MANUFACTURE OF PEAT.—The Great Peat Working Company has commenced vigorous operations at Cahirciveen, near Valencia harbor, and has been for several weeks affording employ-

ment to from 400 to 600 of the peasantry of that district. They have now ready for conversion into fuel or charcoal, 36,000 tons of peat; their works, for which the machinery is now ready, are in course of erection, and will be in operation within three months.

It is reported that her Majesty has been pleased to confer a baronetcy upon Benjamin Lee Guinness, Lord Mayor of Dublin.

The *London Times* says an English writer predicts that in fourteen years there will be a direct "Railway communication between London and India, by which the entire distance from London to Calcutta will be performed in seven days, without stoppages."

The *London Standard* says, "A conversion to Protestantism that astonishes much more than the conversion of the Duke of Norfolk, is now to be announced; the conversion of Dr. Pusey."

WATER BALLASTING FOR SHIPS.—Some time since Dr. David Blair White, of Newcastle-upon-Tyne, patented a plan for ballasting ships by means of water, and the patentee states that the whole arrangement is in such an advanced state, and its decided advantages over other kinds of ballast so apparent, that the apparatus will be shortly ready for application to any vessels whose owners may be desirous of availing themselves of it. The coal brig Benton, Capt. Blackett, 250 tons, which has long been fitted with the apparatus, has completely established the economy, safety, and efficiency, in every point, of this mode of ballasting. On her last arrival in the Thames, and after discharging her cargo, her crew commenced at seven o'clock on Thursday morning last to fill the ballast bags, which will hold sixty-seven tons of water. In forty minutes the necessary quantity was stowed away, and with the tide she sailed down the river on her passage to Sunderland for another cargo. Between sixty and seventy visitors witnessed the operation, which was highly satisfactory.

GOtha, SEP. 12.—The Chamber of Deputies of Gotha, in a recent sitting, authorised the Government to conclude an arrangement with Prince Albert, fixing his income from the domains at 40,000 florins (about 90,000*fr.*) a year. The Prince at first had claimed 50,000 florins, and the Faculty of Law of the University of Heidelberg expressed the opinion that he was entitled to that sum; but he consented to reduce it to 40,000 florins.

ISRAELITE CELEBRATIONS.—The year 5612 of the Jewish Era commenced on Saturday last, being the first day of the month Tisri. The Feast for the New Year, which is one of the strict festivals of the Hebrews, was duly observed in all Synagogues. This Levitical ordinance is based upon the command in Leviticus xxiii, 23:

"And the Lord spake unto Moses saying, Speak unto the Children of Israel saying, In the seventh month in the first day of the month shall ye have a Sabbath, a memorial of the blowing of trumpets, and holy convocation. Ye shall do no servile work therein; but ye shall offer an offering, made by fire, unto the Lord."

The "seventh month" is reconciled by the fact that the civil year began at the Passover, (Nisan 15th.) Within a short period a number of Feasts and Fasts of the Mosaic Ritual are to be observed:

Fast of Expiation	Tisri 10	Oct. 6
Feast of Tabernacles	Tisri 15	Oct. 11
Second Feast of Tabernacles	Tisri 16	Oct. 12
Feast of Palms and Branches	Tisri 21	Oct. 17
End of the Hut Feast	Tisri 22	Oct. 18
Rejoicing for the Law	Tisri 23	Oct. 19
Consecration of the Temple	Chisleu 25	Nov. 29

AMERICAN ITEMS.

THE AMERICAN ARCTIC EXPEDITION.—The brig *Advance*, one of the vessels fitted out from New York, last year, by Mr. Henry Grinnell, which passed the last winter in the Arctic regions, in or near Wellington Channel, was boarded on Sunday last by a pilot boat, 140 miles east of Sandy Hook, and early yesterday afternoon arrived at New York. She had parted company with her consort, the *Rescue*, in a gale on the 13th ult., near Newfoundland. The officers and crews of both vessels were reported all well. With the exception of the few particulars reported by way of England, a few days ago, no information has been received from these vessels for more than a year past. They have taken a very active part in the search for survivors of Sir John Franklin's expedition, and the narrative of their last year's experience is therefore interesting.

Captain De Haven, having got both his vessels liberated from the ice, on the 10th June last, determined again to prosecute his search, and turned the *Advance's* head to the Northward. He succeeded in reaching Upper Melville Bay, but was therein again hemmed in with ice. From this he was not liberated until Aug. 19th, at which time the season was so far advanced that it was impos-

sible for him to proceed. He therefore reluctantly determined to return home. The *Advance* called at the Greenland ports, where she obtained full supplies of fresh meats, vegetables, fruits, &c., and Dr. Kane soon had the happiness of seeing the scurvy entirely disappear from the crews.

The expedition has returned without the loss of a man, which speaks volumes alike for the officers and the men.

The officers of this expedition are convinced that it is possible for Sir John Franklin to live many years in those regions; there is plenty of game to be had, and means of protection are at hand; and, no doubt, Lady Franklin, who has never yet despaired for a moment, will still hope on. It is, however, barely possible, but exceedingly improbable, that Sir John Franklin, or any of the officers or men of his expedition now lives. —*Boston Daily Advertiser*, 23d.

WONDERFUL OPERATION.—We saw at the office of Dr. Dix, Occulist, on Saturday last, a young man who had been blind for twenty-one years. He was reading easily the finest nonpareil print. This young man became blind at the age of eleven years, was supposed to be totally incurable, and was educated at the Blind Asylum in this city, where he became an efficient scholar. Some time since his case attracted the attention of Dr. Dix, and the young man was induced to submit to an operation by that gentleman, the gratifying result of which was as above stated. The individual in question is now able to see and read the finest print with ease and facility. Truly we live in an age of wonder. We believe this is the only case on record where sight has been restored after so long an absence. Dr. Dix has a wide spread fame. —*Boston Mail*.

THE COST OF THE LATE JUBILEE.—It is said by those who claim to be conversant with the matter, that the cost of the Three Days' Jubilee will not exceed \$40,000. The cost of the Dinner on the Common, (exclusive of the tent and decorations) was about \$4,000; of the refreshments furnished for the Aquatic Excursion, (exclusive of the champagne, &c.) seventy-five cents per head. For the excursions on one hundred baskets of champagne were furnished, and seventy-five drank. We have no data as to the demijohns of brandy on board the different vessels, but think there must have been in the neighborhood of fifty. —*Boston Traveller*.

DEEP SEA SOUNDINGS.—In the course of the recent session of the United States Association for the Advancement of Science, it was stated in one of the papers that not less than a thousand vessels were now out engaged in making observations on the depth of the sea. As showing that the bottom of the ocean is as uneven or rugged, if not more so, than the face of the earth, it was also mentioned that the United States ship *Albany* measured the Gulf of Mexico, and found the lower part to be about a mile deep, but that another vessel found in the sea, along the southern shore, a depth of five miles, and afterwards, within a short distance, she found bottom with a line of a quarter of a mile.

Terrence Bellew McManus has commenced business in Jackson street, San Francisco, California, as General Commission Merchant and Ship Broker.

It is an extraordinary fact, stated on authority, that there are at present time more of an Irish population in the United States of America than there is in Ireland itself.

Father Matthew, now in New York, intends to sail for Europe on the 25th inst., a free passage having been tendered him by the Collins' line.

The number of persons who have visited Niagara Falls this season has been from 80 to 100,000.

EMIGRANTS RETURNING.—The ship *Constitution* sailed from New York for Liverpool one day last week, with two hundred and twenty-six passengers, about two hundred and twenty of whom, according to *The Evening Post*, were Irish immigrants, who have been here a short time, and finding they cannot do very well, have determined to return to their native country.

SPEED OF A YANKEE CLIPPER.—Late San Francisco dates announce the arrival at that port, of the new clipper ship "Flying Cloud," in SEVENTY-NINE days from New York! This beats any former achievement of our unsurpassed Yankee clippers.

JUDGE OF THE SUPREME COURT.—We learn that President Fillmore has designated Benjamin R. Curtis of Boston, to be the Judge of the Supreme Court of the United States, in the room of Judge Woodbury. Mr. Curtis is a talented lawyer; is about forty years of age, and will ably fill the station to which he has been called.

A WARNING TO DIVERS.—A young man living in Sheffield, Conn., lately undertook to dive with his hat on, the result was, that as he plunged into the water, the elasticity of the air contained in his hat was such as to force

his head suddenly and unexpectedly to one side, with such force as to break his neck.

The Growth of Boston. — Since the completion of her numerous Railways, the business of Boston has increased at a rapid rate. Our trade, protective industry, and wealth, have increased; and our commerce has made a rapid stride which is truly astonishing. This has been accomplished by her intelligent, far-sighted, enterprising and shrewd capitalists, who have constructed a railroad here, and assisted another there; who have secured the management of some, and given an impetus to others; the building of which, from their distance, would not, at first, appear likely to benefit the trade and commerce of our city. Time has now realized the hopes of those who assisted in the construction of these railroads; and while the interior of our country and Canada has profited by this enterprise, we are also reaping a rich harvest from the capital invested in these vast undertakings.

A pamphlet has recently been issued under the auspices of the city government, in which various statistics connected with the growth of Boston are given. We hope this pamphlet will be liberally circulated among our citizens and strangers visiting the city, for it contains many matters of interest relating to the prosperity of Boston.

We make a few extracts from the various statistics given in the pamphlet:—

Massachusetts has up to the present time, constructed 1,150 miles of railroad at a cost of \$52,000,000; and the other New England States have constructed over 1,700 miles more, at a cost of \$55,000,000. To these might be added the Northern N. Y., (or Ogdensburg) railroad, which is virtually a New England road, making a total of about 3,000 miles of railroad, constructed at a cost of upwards of \$110,000,000.

The gross earnings in 1850 of all the railroads in Massachusetts, and of those that are partly in Massachusetts and partly in adjoining States, were \$6,903,328. The net earnings during the same time were \$3,480,347. The cost of these roads was \$53,264,000. The net income was therefore more than 6 per cent. on the total cost.

The number of passengers transported over these roads during the same time was 8,973,681, which gives an average of 28,761 a day for 312 days.

The annual amount of duties paid on freight brought by the Cunard Steamers to Boston, shows a constant yearly increase from \$73,809, in 1841, to \$1,322,383, in 1850, except for the year 1848, when the New York freight by the steamers ceased to pass through Boston, and the amount of duties declined from \$1,199,972, to \$649,178.

The foreign commerce of Boston, including exports and imports, has increased from \$19,859,817 in 1842, to \$39,241,682 in 1850. Its shipping increased during the same time from 193,502 tons to 313,192 tons.

The expansion and growth of population and wealth of Boston, and the neighboring towns in which the families of so many of her business men reside, have been very remarkable during the last ten years. In 1840, the population of this district was by the State census, 158,546; by the same census in 1850 it was \$269,874. The assessed valuation in 1840 was \$120,114,575 in 1850 it was \$266,646,844. This population and wealth must preserve to Boston her station among the three first cities of the Union.

The rapid growth of Boston and vicinity has not been at the expense of the rest of the State; for the population of Massachusetts has increased from 737,700 in 1840 to 984,665 in 1850, by the United States census; and her property valuation from \$299,878,329 to \$597,936,995, or about double.

The imports from Canada, by inland ports into this country, have increased in value from \$5,204 in 1840 to \$1,860,636 for three quarters of 1850 or to about \$2,500,000 per annum. If this remarkable increase took place before our railway system reached the Canadas, what may not be expected now that it is completed and in operation both to Montreal and to Ogdensburg? —*Chr. Watchman & Reflector*.

COLLEGE IN LIBERIA.—We learn from the *Colonization Journal*, published by the N. Y. State Colonization Society, that by a residuary legacy left to that Society for the support of young colored men in such an institution, a fund of about \$25,000 will soon be available; while, by the liberal donation of another of our