

D. 1600 there were not more than 15 churches. It is of late years only that we have begun to flourish, now we increase at the rate of twenty new churches a year.

THE CHRISTIAN VISITOR. SAINT JOHN, N. B., OCT. 15, 1859

THE TONGUE OF THE SLANDERER.

The law of God says, "Thou shalt not bear false witness against thy neighbour," and well would it be for the world and for the Church if this law were not violated.

"Whose edge is sharper than the sword; whose tongue outvenoms all the worms of Nile; whose breath rides on the posting winds, and doth belie all corners of the world; kings, queens, and states.

Maid, matron, may the secrets of the grave This viperous slanderer enters."

The celebrated Dr. Dwight thus defines the nature of slander "It is that conduct which injuriously lessens or destroys another's reputation."

"Persons there are in the world who perpetrate this villainy from a malice without thought," with a full determination to ruin the individual against whom they have conceived a hostile disposition.

"What so valuable as a good name? "It is better," says God, "than precious ointment." "Better," says Solomon, "than great riches."

"We administer ourselves and our readers to be aware of this hydra-headed vice. Give it no countenance for a moment. Treat it as the great enemy of God and man.

For the Christian Visitor. UNION OF EFFORT. It may be fairly questioned if any other people have so many good things said among them as our people.

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Recent accounts from Roman Catholic authorities state that three hundred priests are at work in China, propagating their faith, and that more are on their way from Rome.

Prom eighteen to twenty young men are entering, the present term, the Junior Class of the Newton Theological Institution, which is the largest for any year.

deficiency is a lack of oneness, some might suppose that we meant to say that alienation exists among us. This is not meant: the members of our churches are too good christians to allow that. But we do mean to say that in some sense there is a want of oneness. Particles of sand may have no repulsion, and yet they will not make one body. Other denominations make each a unit; ours is an aggregation of units.

"The slanderer is like the scorpion; whose sting is sharper than the sword; whose tongue outvenoms all the worms of Nile; whose breath rides on the posting winds, and doth belie all corners of the world; kings, queens, and states.

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"I HAVE A GOOD CLEARANCE."

So said a shipmaster of the Old Ship Prayer-Meeting. He was speaking of his religious experience that morning. He was glad that religion was no guess work, but a reality. He knew it was a reality. Some would ask him how he knew it. When he went back to the time of conviction, he was well aware what it was. For two days and two nights he found no rest; sleep departed from his eyes. Food was loathsome to him, and went untried. It would be useless to talk to him about that being all right, or delusion. He felt guilt to be a sad reality. And when that load was taken off, and the joy of pardoned sin took full possession of his soul, that was a reality to him. He knew it as an experience in which he could not be deceived. It is a blessed truth that the blood of Jesus Christ cleanseth from all sin. It was not a matter of guess-work, but a reality to him. We may know on whom we have believed, I thank God; I know. I have got my papers. I have got a good clearance, and I am bound for a better country. Some, when they go to sea, find the ship under lines and labels and attachments, and when they try to get out to sea, the Revolving Cutter puts out after them and brings them back. But there are no lines, labels or attachments upon my ship. I am all free and clear, and have got my papers, my sailing directions, my stores, pilot and Captain on board—a good clearance. I am leaving the shore of sin and misery, and am bound to a city that has foundations, whose builder and maker is God. I am making headway every day. I keep straight on my course. I am bound. The favoring gale waits me on. The breezes bear me homeward. I shall soon be home.—Examiner.

THE GRAND DIVISION.

DEAR SIR,—Will you allow me to intimate through your columns that the next Annual Session of the Grand Division, S. of T. of New Brunswick, will be held in the Division Hall of this City, on Wednesday the twenty-sixth day of October instant; that at that Session the Most Worthy Associate, (E. W. JACKSON,) the Grand Worthy Patriarch of Maine, (CARLTON,) and brother HOBBS a distinguished member of the Order in that State, will be present; and that the Election of Officers Bearer, and steps towards the formation of a Temperance Educational Alliance, with other matters of importance, will engage the attention of the Grand Body.

A very large and punctual attendance of Delegates is requested.

Yours fraternally, THE EDITOR OF THE TEM. TELEGRAPH.

For the Christian Visitor. DEAR EDITOR,—Upon perusal of Brother Jewett's letter in your issue of the 28th day of last month, giving an account of the Quarterly Meeting recently held at Newcastle, Grand Lake, I perceive an error in numbers and the omission of a name; the former I presume is either a slip of Bro. Jewett's pen, or a typographical error, and the latter an oversight, which I am fully aware has been unintentional on the part of Bro. Jewett.

The letter is made to say that eighteen has been added by Baptism—whereas only eight were baptized during the meeting. My reason for correcting the error is, that it will by no means tally with the returns made by myself to the late Association.

Also in the naming of the ministers present at the meeting the name of Elder Gilbert Springer is omitted, he was present for over one week, and preached the word in power and demonstration of the Spirit. In fact Brothers Springer and Reece administered the solemn rite of Baptism during the session, as Bro. Luckey was called away early in the Session to attend a funeral among the people of his charge. And was it not that I do not desire to renege what Bro. Jewett has already said respecting the faithful preaching, I might state more explicitly what the subjects were. It will only remain for me to say that Bro. Reece remained long after the other ministers had left, and it was his wish and intention to remain longer, but this was overruled, and I believe firmly that the revival languished on account of not having a preacher.

I remain, yours in love, JAMES BUTLER. Newcastle, Grand Lake, Oct. 5th, 1859.

THE EXPLOSION ON THE GREAT EASTERN.

I inspected the results of the explosion at every point, and found that the amount of damage done was enormous. The funnel which collapsed was caused by a strong wind, and the explosion above deck was about 30 feet long. The wreck in ships caused by this great mass of iron shooting up from the boiler room with such fearful velocity was great indeed. In a space measuring eighty feet by forty there could not have been less than seventy or eighty bolts literally blown to fragments, while the tiers of the boiler were mostly smashed in by the force of the explosion.

The New York Chronicle says,—Elder J. Francis, widely and favorably known as agent of the American Bible Union, has entered upon his labors in Richmond, as city missionary, under the auspices of Grace Street Baptist Church.

Rev. Dr. Merle D'Anville has written to the Rev. Dr. Baird that he is well advanced in the preparation of the 6th and 7th volumes of his History of the reformation of the XVIIth century.

The Christian Examiner mentions as a remarkable fact, that in the splendid array of world-renowned German writers, who, in the last hundred years, have so gloriously adorned and illustrated almost every field of human thought and fancy, and research, there is not one who was not born and educated as a Protestant.

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SHADE TREES.

Trees are the most beautiful of the ornaments of the earth. Waving out on the hills, and down in valleys, in wild wood and orchard, or singly by the way-side, God's spirit and benison seem ever present in the trees.—For their shelter to man and brute; for the music the wind makes among their branches; for the fruits and flowers which bear to delight the palate and the eye; and for the fragrance that goes outward and upward from them forever, we are wretched of trees.

Under his own vine and fig tree, saith the Lord—what more desirable life, more peace and joy, than to be under a tree? Well may the Arab residence in the shade of a palm tree be a place of holiness. Dear to the Spaniard is the olive, to the Malay his betel nut, and to the Hindoo his banyan, wherein dwell the families of man and the birds of heaven build their nests.

Without the shade, what a desert place would our earth be!—dark, parched, hateful to the eye. Yet, how many are thoughtless of its use and beauty in life! Most beautiful are the God plants in our land, and beautiful even lantern by the poor's art of art, trees could be protected and preserved.

There are, plant trees, you that have waste land and want wood here, by the roadside and around your dwellings; plant them with care and in forms and groups to please the eye, and then be careful of them as of your fields of grain—and then they will shelter and cheer the declining years of your life, and make happy the budding humanity that plays beneath their grateful shadow.

NEWS OF THE WEEK.

FARMING IN WESTMORLAND.—The Sackville Borderer congratulates its readers on the efforts being made in that County to improve the system of husbandry. The Annual Exhibition of the Sackville and Westmorland Agricultural Society, which is approaching, is looked forward to with much interest, on account of the exertions of the members to make it attractive. Our contemporary remarks:— "This augurs well for the future prosperity of this fine section of the Province. Those who neglect to avail themselves of the advantages to be derived from scientific Agriculture, need not attend these yearly Exhibitions, and see the decided improvements which have taken place within a few years, in farm produce and stock of all kinds, and observe the friendly rivalry which stimulates the efforts of the members of the Society, to understand the means why the farms of Westmorland and Sackville are so rapidly increasing in wealth and intelligence. They cannot but be far from intelligent men, since they should be practical knowledge, which is the result of a few years' experience is imparted to all for the general welfare, and we hope the day is not far distant when the press of our sister Canada, shall have no just cause to say that New Brunswick is not in a prosperous condition, industrially."

There is no reason why New Brunswick should not make rapid advance in Agriculture.—Favored with a fine climate, a fertile soil, and being placed in a position to avail herself of the improvements going on in older countries, it will be only the fault of her own people if all these advantages and opportunities are neglected.—Firmly believing that this Province may become self-sustaining, and independent of foreign countries for her supplies of breadstuff, we hail every effort in this direction as of vital importance, and rejoice whenever we see or hear of the success which attends the labours of the cultivators of the soil. Agricultural Exhibitions have done, and are doing much good, by stimulating industry and disseminating much useful information among all who come within the sphere of their operations. May they go on prospering, increasing in influence and importance.—New Brunswick.

Sir Alexander Bannerman, Governor of Newfoundland, and Lady Bannerman, arrived here in the steamer Emperor from Windor on Sunday, and took lodgings at the Waverley Hotel. They leave this morning in the steamer for Fredericton, on returning from which they will proceed by Portland and Boston to New York.

The Hon. Lawrence O'Brien, President of the Legislative Council of New Brunswick, has been sworn in Administrator of the Government during the absence of the Governor.—16

Several of our contemporaries have spoken of the recent Agricultural Fair at Hampton, and the Courier thus concludes an article on the subject:— "It is seldom our lot to spend a day in the rural districts so pleasantly and rationally; and we will look forward to the next annual Fair at Hampton with pleasurable anticipations."

We cannot indulge in this pleasurable sensation, and look forward to the past, but we must say that we look to the future for a continuance of such exhibitions, in that each succeeding display may be a decided improvement.

Large catches of mackerel are reported at the north side of P. E. Island.

FROM NEW YORK TO LONDON IN TWO DAYS.—The New York Times contains an account of a new ship, which is in the course of construction, about four miles from that city, under the direction of the aeronaut, T. J. C. Lowe, of New Hampshire, a man who is said to have made 96 balloons ascensions. The new aerial ship has been christened the City of New York, and is designed for a trans-Atlantic voyage. It is five times larger than the largest balloon ever built.

At the last accounts, the number of British vessels of war in the neighbourhood of Vancouver's Island was 12, manned by 3000 men, while the Americans had 8, with 2350 men.

The proprietors of the New York Sun are constructing a printing press of a new style, to feed itself and print both sides of the paper once, at a cost of \$40,000.

DEATH OF ISAMBERT K. BRUNEL, ENGINEER OF THE GREAT EASTERN.—The steamer Circassian at St. John's, N. F., brought the news last week of the death from paralysis, of Mr. Isambert K. Brunel, the illustrious engineer, whose event will be received with feelings of regret on both sides of the Atlantic. The following sketch of this scientific man is given in the Boston Courier of last Friday:— "He was immediately of French descent, his father, Mark Isambert Brunel, who was also renowned in the same science, being a native of Rouen. Isambert, the son, was born at Portsmouth, England, in 1806, where the elder Brunel was employed in constructing the docks of that famous port and arsenal. While very young he was sent to France and educated at the College of Caen, in Normandy. On his return to England, in 1826, he was engaged to assist his father in the construction of the Thames Tunnel, of which he was resident engineer."

During the progress of this stupendous work he was, on several occasions, exposed to imminent danger from the interruption of the water, especially in 1828, when, being surprised by the current about 600 feet from the mouth of the tunnel, he was seized by the water and thrown upon the beach, sustaining, however, but little injury. Some years before the completion of the tunnel, namely, in 1833, he was appointed to construct

the Great Western Railroad, upon which he employed all the resources of science, and displayed a skill as an engineer which was never before and has never since been equaled. The famous Box Tunnel, on this road, was entirely his work.

The longest suspension bridge in England, that of Hungerford, over the Thames, was designed and built by him. He assisted Mr. Stephenson in floating and raising the Conway and Britannia tubular bridges, one of the most difficult enterprises on record. He was also engaged in the construction of the Tuscan end of the Sardinian Railway, and during the late war with Russia was employed to construct and organize the hospital of Renkoi, situated on the Dardanelles, and intended to afford accommodation to no less than three thousand sick and wounded at one time. These are only a portion of the labors to which he has devoted himself. Most of the large docks at all the principal seaports of Great Britain were either wholly constructed or completed by him.

Not was his genius confined to railroads, bridges and tunnels. He was also the constructor of the Great Western, the first colossal steamship which traversed the Atlantic, and whose arrival in the waters of our Bay will be remembered by many of our readers. That famous ship was then considered a monster of the deep, being 236 feet in length by 35 feet 6 inches in breadth. Since her time the Great Britain, the Persia, and all of the Collins line, have exceeded her in length, especially the Persia, which is 390 feet long. The Great Eastern is nearly three times her length, and to this last enormous work of ocean navigation Mr. Brunel's fame is also intimately attached. It was originally proposed on this side of the Atlantic that he was her builder, but such is not the fact.

Mr. Scott Russell designed her lines and constructed the iron hull of the ship, and considers himself responsible for her merits or defects, as a piece of naval architecture. But Mr. Russell acknowledges that it is to Mr. Brunel, as the Company's engineer, that the original conception is due of building the mammoth ship. The idea of using two sets of engines and two propellers, was also his. It was his idea, also, to use a cellular feature, like that at the top and bottom of the Britannia Bridge, into her construction.—These are the main characteristics which distinguish the Great Eastern from other ships, and these are Mr. Brunel's. The launching of the ship, her rigging and masting, her cabins and her outfit, were under Mr. Brunel's superintendence.

Besides the regret which will be felt at his death—involving, as it does, such a loss to engineering science—it must naturally be a source of grief not only to his friends, and fellow artists in the construction of the monster vessel, but to the public at large, in England and in this country, who share so much interest in her success, that he was so dearly and so justly, and so well a living partner in her renown. He was not able to be on board of her at the exciting time of her liberation from the Thames, and her triumphal progress till she emerged into the Channel.—Possibly he heard of the disastrous explosion on board, a short period before his decease, but the despatch which informs us of his death contains no particulars.

Mr. Brunel was elected in 1830 a member of the Royal Society. He was also an associate of the Institution of Civil Engineers, of the Society of Arts; and a member of the Astronomical, Geological and Geographical Societies of England. He received from Louis Philippe, some years since, the cross of the Legion of Honor.

On Thursday last, when Mr. Brunel's death was made known in Portland, Maine, the flags on the various public edifices, and those of the shipping in the harbor, were displayed at half-mast, and minute guns were fired at noon, as a testimony of respect for his memory.

NEWS OF THE LATE SIR JOHN FRANKLIN.

LADY FRANKLIN'S EXPEDITION. The Fox, Captain McClintock, which went out in search of the missing Franklin party, arrived off the Isle of Wight on the 21st, with important documents relative to the missing ships. They were abandoned by their crews off Point Victory, King William's Sound, on the 22nd of April, 1848. Sir John Franklin died on the 11th June, 1847.

Captain McClintock landed at Portsmouth from the Alarm pilot boat, which vessel had brought him ashore from the Fox. On landing Captain McClintock at once proceeded by train for London, taking with him two cases of relics of the long missing expedition of Sir John Franklin. Capt. McClintock stated that he was in possession of papers that would fully elucidate the mystery which has so long hung over the fate of these brave men. The Fox proceeded up Channel.

The Secretary of the Admiralty forwarded the accompanying letter for insertion:—

YACHT FOX, R. Y. S. Sir,—I beg you will inform the Lords Commissioners of the Admiralty of the safe return to this country of Lady Franklin's final searching expedition, which I have had the honour to conduct.

Their lordships will rejoice to hear that our endeavours to ascertain the fate of the "Franklin Expedition" have met with complete success. At Point Victory, upon the north west coast of King William's Island, a record has been found, dated April 25, 1848, and signed by Captains Crozier and Fitzjames. By it we were informed that Her Majesty's ships Erebus and Terror were abandoned on April 22nd, 1848, in the ice, five leagues to the N. N. W., and that the survivors, in amounting to 105 souls, under the command of Captain Crozier, were proceeding to the Great Fish River. Sir John Franklin had died on June 11th 1847.

Many deeply interesting relics of our lost countrymen have been picked up on the western shore of King William's Island, and others obtained from the Esquimaux, by whom we were informed that (subsequent to their abandonment) one ship was crushed and sunk by the ice, and the other forced on shore, where she has ever since remained, affording them an almost inexhaustible mine of wealth.

Being unable to penetrate beyond Ballot Straits, the Fox wintered in Brentford Bay, and the search, including the estuary of the Great Fish River, and the discovery of 800 miles of coast line, by which we have united the explorations of the former searching expeditions, to the north and west of our position, with those of James Ross, Dease, and Simpson, and Rae to the south, has been performed by single journeys this spring, conducted by Lieutenants Hobson, R. N., Gairn, Allan Young, and myself.

As a somewhat detailed report of our proceedings will doubtless be interesting to the public, it is herewith inclosed, together with a chart of our discoveries and explorations; and at the earliest opportunity I will present myself at the Admiralty to afford further information, and lay before their lordships the record found at Point Victory.

I have the honour, &c. (Signed) F. L. MCCLINTOCK, Capt. R. N. The enclosure referred to above gives a minute account of the searches made by the expedition parties. The following describes what was found on the 8th of May:— "Most of our information was received from an intelligent old woman; she said that it was on the fall of the year that the ship was forced ashore; many of the white men dropped by the way, as they went towards the Great River; but

this was only known to them in the winter following, when their bodies were discovered."

Further discoveries were subsequently made. "Recrossing the Strait to King William's Island we continued the examination of its southern shore with-out success until the 24th of May when about ten miles eastward of Cape Herschel, a bleached skeleton was found, around which lay fragments of European clothing.—Upon carefully removing the snow a small pocket-book was found containing a few letters—these, although much decayed, may yet be deciphered. Judging from the remains of his dress it is unfortunate young man was a steward or officer's servant, and his position exactly verified the Esquimaux's assertion that he dropped off as they walked along."

After relating that near this place were found several canoes, with nothing in them (probably the records, if any, had been removed by the natives), the record thus continues:—

"On 6th May Lieut. Hobson pitched his tent beside a large cairn upon Point Victory. Lying amongst some loose stones which had fallen from the top of this cairn was found a small tin case containing a record, the substance of which is briefly as follows:— "This cairn was built by the Franklin expedition upon the assumed site of James Ross's pillar, which had not been found. The Erebus and Terror spent their first winter at Beechey Island, after having ascended Wellington Channel to lat. 77 deg. N., and returned from the west side of Cornwallis Island. On the 12th Sep.ember 1846, they were becalmed in lat. 70 05 N., and lon. 98 23 W."

"J. Franklin died on the 11th of June, 1847. On the 22nd April, 1848, the ships were abandoned five leagues to the N. N. W. of Point Victory, and the survivors, 105 in number, landed here under the command of Captain Crozier. This paper was dated 25th April, 1848, and upon the following day they intended to start for the Great Fish River. The total loss by deaths in the expedition up to this date was nine officers and 15 men. A vast quantity of clothing and stores of all sorts lay strewn about, as if here every article was thrown away which could possibly be dispensed with—pickaxes, shovels, boats, cooking utensils, iron work, rope, blocks, canvas, a dip circle, a sextant, engraved Frederick Hornby, R. N., a small medicine chest, &c."

"A few miles southward, across Back Bay, a second record was found, having been deposited by Lieutenant Gore and M. dea Veux in May, 1847. It afforded no additional information.

"When in lat. 69 deg. 60 N., and lon. 99 deg. 27 W., we came to a large boat, discovered by Lieutenant Hobson a few days previously, as his notes informed us. It appears that this boat had been intended for the ascent of the Fish River, but was abandoned apparently on a return journey to the ships, the sledge upon which she was mounted being pointed in that direction. She measured 28 feet in length, by 7 1/2 feet wide, was most carefully fitted, and made as light as possible, but the sledge was of solid oak, and almost as heavy as the boat.

"A large quantity of clothing was found within her, also two human skeletons. One of these lay in the after part of the boat, under a pile of clothing; the other, which was much more disturbed, probably by animals, was found in the bow. Five pocket watches, a quantity of silver spoons and forks, and a few religious books were also found, but no journals, pocket-books, or even names upon any article of clothing.—Two double barreled guns stood upright against the boat's side precisely as they had been placed eleven years before. One barrel in each was loaded and cocked; there was ammunition in abundance; also some 30 lbs., or 40 lbs. of chocolate, some tea, and tobacco. Fuel was not wanting; a drift tree lay within 100 yards of the boat.

Captain McClintock says, from all that can be gleaned from the record paper and the evidence afforded by the boat and various articles of clothing and equipment discovered, it appears that the abandonment of the Erebus and Terror had been deliberately arranged, and every effort exerted during the third winter to render the travelling equipments complete. It is much to be apprehended that disease had greatly reduced the strength of all on board, far more, perhaps, than they themselves were aware of. The distance by sledge route from the position of the ships when abandoned to the boat is 65 geographical miles, and from the ships to Montreal Island 820 miles. The most perfect order seems to have existed throughout.

The Franklin expedition, which numbered 138 souls, sailed from England in May, 1845, and nothing definite, till now, has been accurately ascertained of its movement or fate later than July of the same year, when the fatal Erebus and Terror were spoken by a passing whaler.—One of the several expeditions fitted out by Government with the view of relieving or ascertaining the fate of the missing adventurers discovered, in 1851, traces of their winter quarters in 1845-6 at Beech Island; and in 1854, Dr. Rae found among the Esquimaux on the west shore of Boothia cert in relics of the expedition, and was told that a party of white men had perished of starvation in the neighbourhood four years previously.

"They had been seen, it was said by the natives dragging a boat on the north shore of King William's Sound. The intelligence now received would seem in confirmation of that obtained by Dr. Rae; the localities in the two accounts appear to be the same; and the discrepancy of dates—Captain McClintock's news being to the effect that the crews abandoned their ships as early as 1845—probably to be explained by the loss of the Esquimaux notions of time and seasons. Up to 1850 the country hoped that Sir John and his gallant companions might yet be within reach of aid; and in March of that year Government offered a reward of £20,000 to any party or parties who, in the judgment of the Board of Admiralty, should discover or effectually relieve any of the crews; or £10,000 to any party who should give such information as would lead to their relief, or definitely ascertain their fate.

So late even as 1857 an effort was made to induce the Government to "attempt a final and exhaustive search" with the view of ascertaining the fate of the expedition. It was on the failure of this effort that Lady Franklin herself undertook the responsibility, and the result has now, it appears, justified her faith and enterprise.—It will be for the country to consider whether the widow of the brave and unfortunate explorer should be permitted to pay out of her private funds for information so interesting to the public, and for which so large a sum as £10,000 had been offered in the name of the country—an offer which has never we presume, been formally withdrawn.

ARRIVAL OF THE "INDIAN."

"Indian" passed Further Point on the night of the 19th. The departure of the Great Eastern will probably be further delayed. Ten thousand men are to go from India to China, but none from England. Continental news meagre. Consuls 25-1-2-95 3/8. Breadstuffs dull, but steady. Provisions unchanged.

WALKER TO BE ARRESTED.—New York, Oct. 6.—A Wagoner on despatch to the Commercial Advertiser says the President openly declares he will arrest Walker, even in the interior of Nicaragua, and bribe him to the United States by force, should he be impeached for the act the next day.

The Rev. Mr. Thornton, who has been preaching in the Union Street Congregational Church for some time, has received a card of invitation. We understand that the call has been accepted.—Globe.