

sense of duty there was but little to induce any one to undertake the difficult task of bringing together the loose fragments, and uniting them in the harmony of christian fellowship. At the urgent request of a number of the leading members, however, he decided, after much prayerful deliberation, to assume the pastorate of the church, and entered upon his labours in that capacity, as near as I can ascertain, in the year 1851. At first the prospect seemed dark and discouraging. The interests of the cause moved forward, it is true, but slowly, and heavily; everything wore a gloomy aspect, and it required a strong faith indeed to discover through it all, any reliable symptoms of actual progress. Still, with unwavering confidence, in the promises and efficacy of a pure gospel, he continued to persevere, preaching to the people, "publicly, and from house to house," admonishing them in the fear of the Lord; "exhorting, reproving and rebuking, with all long suffering and doctrine." Nor did he labour in vain. The Lord heard his prayer, and visited his people. A new interest was awakened amongst them. Difficulties of long standing were gradually removed, and the church came together, once more united, to put forth their humble and prayerful efforts to advance the glory of the Redeemer amongst them.

A neat and commodious place of worship was soon erected, and finished. The congregations became larger, and more solemn and attentive, and ere another short year had passed away, they were visited with a gracious outpouring of the spirit of God, which resulted in a glorious revival of religion, during which about twenty-five were added to the church by baptism, and several others after the good work had apparently subsided. He continued pastor of the church for seven years, at the end of which time he resigned in consequence of greatly impaired health, the common result, as in this case of excessive labour. But although his health was steadily declining, he did not relinquish entirely his ministerial vocation; but continued to preach in various localities, with an energy beyond his power. He was nearly two years pastor of the "Macquarie Church." For some time he supplied the pulpit of the church in Fredericton. He performed several missionary tours, to Miramichi, Grand Falls, St. George, and other places during the last two years of his life. His disease was pulmonary consumption, and his case, manifested itself in all its more aggravated and distressing symptoms. During the day he was for the most part tolerably comfortable, except as the common phrase is, he was occasionally "pressed for breath." This dyspnoea, or difficult breathing was still more aggravated at night, while his cough was almost incessant, and accompanied with severe, and almost constant expectoration. He received the advice of several physicians; but without any beneficial result. And as the last resort he them had recourse to several of those "absolute specifics," so highly recommended in the papers as "unfailing remedies" for all pectoral and bronchial affections, and indeed as "panaceas for all the ills of life." These had no effect that I am aware of, except it might have been to hasten his end, which is really the only result that can be rationally looked for from these insidious nostrums, so ingeniously palmed upon the world, under the specious appellation of "Expectorants," or some such expressive, or rather (let me speak advisedly), meaningless cognomen.

For the last two months of his life he was confined to the house, the greater part of his time, though he occasionally attended and took part in the meetings, which were held in the meeting house above referred to, standing within a few rods of his residence. Being present on several occasions, I listened with great satisfaction to his earnest and stirring exhortations. It was remarked by his friends who knew him best, that as he drew nearer his end, he increased in zeal and spirituality of mind. His peace seemed indeed "to flow as a river." His confidence in the Divine promises was unwavering; and he looked forward with rapturous hope to the termination of his earthly sufferings, and his ultimate triumphant entrance into "the rest that remains for the people of God."

His sufferings, though protracted, and severe, were borne with extraordinary patience, and fortitude. He had no fear of death, and was ready to depart, still with a calm resignation, he could say with Job, "All the days of my appointed time will I wait till my change come." And though like the same illustrious saint, he could say in his deep affliction, "Thou hast taken me by the neck and shaken me to pieces," he could also adopt the heroic exclamation, "Though he slay me yet I will trust him."

Thus he continued his strength gradually failing, till exhausted nature could no longer hold out, and on Sabbath evening Dec. 22d, 1861, he fell asleep in Jesus without a struggle or a groan.

Triumph in his closing eye,  
The hope of glory shone,  
Joy beamed in his expiring smile,  
To think his race was run.  
His passing gently fell,  
Sustained by grace divine;  
O, may such grace on us be shed,  
And make our end like thine.

J. C. HURD.

Federicton, Feb. 1862.

LONDON, Feb. 6th, 1862.

STARR'S TEMPERANCE AND COMMERCIAL HOTEL, No. 4, VICTORIA ST., HOLBORN HILL.

My DEAR BRO. BILL.—Having just closed a letter to my son Charley, of your city, allow me to enclose a line to yourself. I left Portland, Me., for England, Dec. 14th, in the ship "North America," and after steaming away for 12 days, amid all kinds of weather, was safely landed at Liverpool. In that great city of five hundred and sixty thousand people, I passed several weeks; and heard our leading Baptist ministers, whose ability, however, did not come up to my ideal. There is in that city one man, John Houghton, Esq., who is doing great good with his money. The old Baptist Chapel on Byron Street was thrown into the market, and he (Bro. H.) purchased it and has fitted it up well, and thrown it open, (seats free), to the public. Several other good men have united with him in arranging to have it supplied by such men as the Lord delights to honour in the salvation of souls, at an expense of five hundred pounds sterling a year.

In this greatest of cities you know there is about every thing on exhibition. I have heard several of the leading preachers and of one, I am happy to record, (Sermon), that he quitted met, (at least in two of the three sermons) my expectations. I wish

to aid, if possible, our oppressed brethren, at Moncton, in canceling the Mortgage on their chapel; but of this, I have not as yet been able to do much. London swarms with agents for every conceivable object, and the Baptists are a people any thing but wealthy. And then America, in such bad order, (except a man be negro) just name, that any one from that country is supposed to be in some way unfriendly towards England. The masses here do not seem to distinguish between British North America, and the States. You would be amazed at questions asked me from quarters supposed to be intelligent, but in this note, I have no room for these. The last Sabbath, I preached morning and evening at Harlington, ten miles from this city, to a full house of very attentive hearers. Addressed the S. School and assisted the pastor, (Rev. J. H. Goucher), in breaking bread. Our young brother is occupying a good position among a kind people, who, however very much need a new chapel. This country is overrun with preachers, there being in London and suburbs seventy (Baptist) ministers without churches, besides 30 divinity students at Regent Park College, and under the tuition of Mr. Spurgeon, I was not prepared to find the Baptists of this country so unacquainted with each other. Among the good brethren of Liverpool who inquired for you was Bro. James Buck for whom I preached twice. He says you preached for him when there some years ago. Believe me as ever yours in christian affection. E. N. HARRIS.

Exploratory.

MR. EDITOR.—The article headed *The Pastor and his flock* dated St. Martins, Jan. 22nd, 1862, is thought by some to have an insinuation against the church at St. Martins, that they are indifferent about the treatment and support of the pastors. No such insinuation is conveyed by the article, or ever was thought of, or intended by the author of the article. The main idea of it, is to show that a better and more honorable system of supporting the pastor might be adopted without infringing upon the voluntary act of the church in doing so. The author, to his own certain knowledge can certify that there is not a church in the province more punctual in paying their minister than St. Martins; and also aiding him in presents besides his regular salary, and every affectionate minister will feel an increasing attachment to a people that will do so. Still the author, does not for a moment swerve from the sentiment of the article he has written, but believes firmly if the system proposed by him were adopted, it would be better for pastor and people in all our churches.

R.

Feb. 19th, 1861.

Shediac, Feb. 24th, 1862.

DEAR BROTHER BILL.—I have finished my labours in this place and leave to-day. I baptized one believer here yesterday surely there is a great work to be done here but I know not by whom the Lord intends to do it. My heart really sickens when I think of the little flock for whom I have prayed and laboured the past year, being left without a minister of Christ to watch for their souls. May our God in whose hands are the hearts of men supply them with a faithful minister, in his prayers. Yours in the gospel of Christ, W. A. COLEMAN.

Secular Department.

THE RAILWAY ACCIDENT.

In the first place, it cannot fail to be remarked, that the evidence is especially destitute of all that which would ought to be considered, constituted its great value. The first notable deficiency is, the absence of any medical testimony, or any testimony whatever, as to the exact mode in which the parties were killed; that point seems to have been overlooked altogether, although in reality, it was the first object of the inquest.

The next point which excites observation, is the fact, that the witnesses were nearly all persons employed on the Railway, and who, to a greater or less extent, might be considered as interested parties. Every Railway official who might have been involved, was placed on the stand, to give the best account of the affair he could, the only exception being the Commissioner, whose testimony on this occasion, we are quite sure, would have been most valuable.

It is most remarkable, that nobody but the resident Engineer of the Railway, was examined as to the weight of the Freight Train, or the velocity with which it was propelled. It would at least have shown a decent regard for public safety, that the very Railway official who had been examined on these points, should have been better for the interests of all concerned.

There are grave discrepancies in the testimony as to the rate at which the wood Train was proceeding when the fatal accident occurred, and to the exact time at which it followed the Passenger Train. No persons along the road, who could give precise testimony as to these points, were called; yet there are reasons to believe, that at least one person along the line, noticed the speed at which the wood Train was passing, and the short space that had intervened after the passing of the passenger-train, and who remarked that a collision was almost sure to take place.

There were seven cars of cord-wood in the freight-train, each car provided with brakes. It does not appear from the testimony, and we believe it is conceded, that there was not a single brakeman on any of these cars, and that the only reliance upon stopping such a weighty train, was upon the brakes on the locomotive. These were not upon what is called "the American System," and for the purpose of stopping the locomotive when running by itself, they may suffice; but for the purpose of stopping a train, are generally deemed altogether inefficient. The testimony as to the brakes is most unsatisfactory.

We have now to remark what has not already been stated, that the evidence given at the inquest was watched by Mr. Robertson Bayard, on behalf of the Conductor of the wood-train, and by Mr. W. H. Tuck, as Conductor of the passenger-train, but nobody appeared on behalf of the Crown or the public; the inquest was not merely left to take care of itself, so far as the interests and safety of the public were concerned, but the Crown Officers, one or both, as we are told, were in the room, and it is stated, that it was not usual for Counsel to attend inquests, on the part of the Crown.

A careful perusal of the evidence will show, how especially remarkable is the absence of testimony as to all the points of the enquiry which were of vital importance; and also, that the evidence such as it is, does not by any means sustain the verdict. In what manner the Jury arrived at their recommendation as to the inside and outside tracks at Rothsay, does not appear by the testimony, in any shape or form; and it may be some time before it comes to their knowledge, solely by intuition.

The testimony is remarkable for the absence of information as to the whereabouts of the Switchman of Rothsay Station, at the time of the collision. It is well known, that he was absent from his post at the Switch, and that he was in the tank-house, holding the hose-pipe when the "accident" occurred; by whose orders will be discovered hereafter.

Not the least remarkable feature of the evidence, been used at Rothsay by those in charge of the passenger train, although it was well known that a freight train was following. There was nobody on the Switch; no danger signal was exhibited until too late, but much worse, the locomotive

was detached from the passenger car, and they were left helpless on the track.

It does not appear that the sliding on which the freight train could have been run, was even clear of snow. On that point, there might have been evidence to show, that its clearance had been neglected.

The evidence of Miss Davidson, who resides at Rothsay Station, would have been most material, should have been stated in what manner, and at what rate of speed, the freight train was accustomed to pass that Station at night, without stopping.

In the Session of 1859, a Bill was introduced in the Legislature by the Hon. Mr. Gray, for giving compensation to the Government, and the Railway Commissioners, for acts and omissions committed by them, which Bill became law. It is entitled, "An act relating to the recovery of damages against the Commissioners of the European and North American Railway in certain cases." Among other things this act provides, that any person sustaining injury or damage, either to his property or person, through the negligence or default of such Commissioners, or of any agent, or of any officer, or servant, under the direction or control of such Commissioners, whether appointed by the said Commissioners, or by the Governor in Council, in any act, matter, or thing connected with the European and North American Railway, may maintain an action at law, and recover damages in respect thereof, in the matter, and in the amount, against the said Commissioners by the name of 'The Commissioners of the European and North American Railway'; such action nevertheless to be instituted in H. M. Supreme Court of Judicature in this Province, and to be conducted and governed by the rules of the said Supreme Court, &c., &c.

Under this act, it may happen that some of the parties who have been injured by the railway collision, will commence an action against the Commissioners for the loss and damage they have sustained. We have no hesitation in saying, that the evidence on this trial, if managed by a competent Attorney and Counsel, will exhibit a very different version of the affair from that which has appeared before the inquest. That the public interests should have been wholly overlooked in holding the inquest, is not remarkable from the fact that the same was made in the Assembly by Mr. Gilbert of Westmorland for a strict enquiry into the matter, and an assurance was given by the Provincial Secretary, that the enquiry desired should be made, and that such assurance being given, Mr. Gilbert withdrew his motion. It now appears that the Government has refused to do what was asked for, and that the Crown Officers declined to interfere.

In every respect, the evidence on the inquest has been of the most unsatisfactory character, and has done greatly to shake the confidence in the working of the railway, and the safety of travelling by it. This is a state of things which should not be allowed to exist, because it affects every human being who travels in the Province, and the Government should set the matter at rest as quickly as possible.

Last year, an inquest was held in England, in which a murder was committed, in which nearly all the witnesses examined were supposed to be implicated in the murder, and the proceedings were so managed, that an unsatisfactory character, that the matter came up for trial, so much pressure was brought to bear, that the Attorney General had to move the Court of Queen's Bench for writ, that the inquest should be, for a better enquiry, and thereupon, a better enquiry did take place.

Without waiting for such pressure, it would be advisable for the Government to have a similar inquest to be set on foot, without a moment's delay, such proceedings as will afford a "better enquiry" in the present unhappy case, and furnish the people with satisfactory proof of the truth of the matter, and the Government should set the matter at rest as quickly as possible.

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The eclipse of the sun, Dec. 31, was almost total at Demarara, the light being about equal to very subdued moonlight. Business reported very dull. The weather continued wet, heavy rains falling, with few intermissions of sunshine.

The intelligence of Prince Albert's death produced profound sensation at Grenada. On the occasion of firing the military guns, a strong spark fell into the ammunition bucket, which, exploding, destroyed the back walls of the fort; killed a bugler, and wounded about a dozen of the Artillery present. The weather had been unusually wet, and labor on the plantations very slack, but improvement was in prospect, as the crop would soon be ready to cut.

Arrival of the "Norwegian" at Portland.

PORTLAND, March 4.

The Norwegian arrived at fifteen minutes past three this morning.

News is meagre. Spanish journals demand a Monarchy in Peru, by universal suffrage.

Many arrests had been made by the Roman police. A proclamation of the National Committee has been secretly posted, counselling patience. Popular manifestation on the anniversary of the capture of Gaeta was prevented.

Division between Prussia and Austria is continually widening, and the agitation in Germany is increasing. Prussia is expected to take the leadership in Germany. The recent contest of Austria has had much influence in Northern Germany.

Pekin was quiet. The Emperor of China had been ill, but recovered.

The Federal steam sloop-of-war "Tuscarora" is watching the "Confederate vessel," "Sumter," which is at Gibraltar, unable to procure coal to proceed to sea, having nothing but paper money, which does not appear to be looked upon with favor by sellers.

Discussion on the state of American affairs continued in the British parliament.

The French Senate in an address to the Emperor, agree that France should remain neutral on the American difficulties.

The defeat of the Spaniards at National Bridge is officially confirmed, and reinforcements considered necessary.

Consols offered at 92 7/8 to 93 for Money. Breadstuffs inactive and unchanged. Cloth and yarns had an upward tendency.

Additional to above:

Mr. Haliburton will ask, in the House of Commons, on what terms the United States retain possession of a portion of the Island of San Juan.

It is believed that the Pope has received assurance from Napoleon, that French troops shall not leave Rome.

It is rumored that the Archduke Maximilian will be in London the latter part of February.

Later from England!

Arrival of the "Canada" at Halifax!!

HALIFAX, March 5th, 1862.

The Royal Mail Steamer "Canada," from Liverpool on the afternoon of the 22d, and Queenstown on the afternoon of 23rd Feb., arrived here to-day, at 10.30 A. M. The "Canada" has 56 passengers for Boston. The Steamer "City of Washington" reached Liverpool at 5.30 A. M. of the 21st, and the "Anglo-Saxon" at noon of the same day.

The "Canada" had fine weather on the voyage. On the 1st of March, at 47, long 41, passed a whaler, "Alex. Macmillan," of Philadelphia, bound West. On the 2nd, passed an English ship, supposed to be the "Queen of the Lakes."

The Liverpool, New York and Philadelphia Co., (German Line) are building new Steamer, called "City of London," to be equal, or superior, to "City of New York," will be ready about Christmas next. "City of Washington," after 98 passages across the Atlantic, besides other services, has gone to Glasgow for new boilers and engines, calculated to increase her speed greatly. Captain Walter Patton, of Liverpool, is appointed commander of "Great Eastern."

In the House of Commons, on the 20th, The O'Donoghue moved for return of British vessels, of their captains and owners respectively, that have succeeded in running American blockade; also for similar return of British vessels captured, or destroyed, in attempts to break the blockade; and a return of British vessels that put into Nassau, and other Colonial ports, with "contraband of war," and supplies for Confederate States, that have been permitted to refit, and supply themselves at those places, in contravention of Queen's Proclamation, and of neutrality. He strongly censured Government for not having taken active steps to prevent breaches of neutrality committed by British ships. Mr. Layard said, it would scarcely be convenient that he should enter into a discussion of the blockade, which would come on more regularly, when the resolution, of which notice had been given, was moved. He must decline consent to the return for two reasons. In the first place, the Government had not got the information sought for; and in the second place, if they had, it would not be their office to furnish a list of wrong-doers and violators of law. The papers relative to the blockade would probably be laid on the table on the 24th, or 25th, and would contain statement of the numbers of vessels which had broken blockade, and perhaps their tonnage. He hoped the information would satisfy The O'Donoghue.

The Solicitor General explained the misapprehension of the O'Donoghue, and said, that private vessels might carrying contraband of war, and that if they were detected, they must abide consequences.

Mr. C. Fortescue confirmed the recent reports of successful gold mining in British Columbia.

In the House of Lords on the 21st, Earl DeGrey explained reasons why the Government appointed Lord Clyde to command the Volunteers at approaching field day at Brighton to prevent jealousies among Volunteer officers.

In the House of Commons on the same evening Mr. Vincent Scully gave notice that he intended to call the attention of the House to the expediency of establishing improved communication between North America and Ireland.

Lord Palmerston in reply to Judge Haliburton, said that negotiations with the American Government relative to the Island of San Juan, were suspended in consequence of the Civil War. Arrangement however has been made that there should be a provisional joint occupation.

Mr. Maguire called attention to the serious distress in Ireland. Sir Robert Peel refuted his assertions, and in the course of his remarks, said no more remarkable proof of absence of distress existed, than that which occurred on the other day. Ireland was full of laborers, and many emigrants trying to raise up a spirit of disloyalty, and a meeting was held in Dublin, at which a few manikins traitors, tried to imitate the "Cabbage garden" heroes of '48, but met with no response. Not a single man of respectability

throughout the country answered the appeal made to them, and why? Because Ireland at the present day was very different from Ireland of the past.

In reply to a question on Italian affairs, Lord Palmerston said he believed there was a strong desire that Rome should be the capital of Italy, and that the Roman Government would be established. The British Government however had taken no part in the expression of opinion, and no instruction had been given Sir James Hudson, to make any remonstrance on the subject, at Turin. He stated that the army estimates would probably show a saving of about a million sterling; arising chiefly out of repayments for troops in India.

Another West India regiment is to be formed. Infantry regiments at home are to be reduced, by fifty men each. Battalions in Canada are to be of full strength, 1057 men.

An influential deputation from cotton manufacturing Districts, had an interview with Lord Palmerston and Sir Charles Wood, relative to tariff on cotton goods in India; and petitioned for the redress of hardships arising from this tariff. Lord Palmerston said that Government felt the great regret at the prevalent distress, but could not think it due to one cause only. Sir Charles Wood said the tax was not intended as a protective one; but originated in the financial necessity of the India Govt. It had already reduced the duty on yarns, and hoped soon to do the same on manufactured goods, but could not promise at once.

Queen Victoria in response to application from the committee of the Albert memorial fund, expressed herself in favor of Grand Old Oak, with statuary at base, on the site of the Great Exhibition of 1851.

Glass, Elliot & Co. in a letter to Cyrus W. Field, say they would not be willing to manufacture and lay the Atlantic Telegraph Cable, assuming the entire risk, as they believe it too great for one firm; but they are confident of satisfactory results, that they are willing to contract for work and stake a large sum on its successful laying, and working; and they furnish a list of 3500 miles of cable already laid by them and all working successfully except in three small stretches. It is asserted that insurances are being effected daily, in London on Ships and cargoes for Southern ports at ten to fifteen guineas premium.

Deaths of the Session, when four members of the House of Commons were killed by an explosion at Merthyr Tydfil.

FRANCE.

Paris correspondent London Times says, I cannot afford that Slidell has as yet seen the Emperor; but I believe he has seen several, if not all of his ministers. Of course not officially. He, doubtless, explained his views of the State of the Southern Confederacy but must understand that the time is not yet come for a decision. Discussion on address had commenced in the Senate—unimportant. Discussion in the Assembly is fixed for 20th. Bourne are agitated; fluctuations of the market are nearly one percent, but on 21st of 20th. Rentes advanced to 50 1/2 to 50 5/8 and four half per cent to 100 1/4.

Paris papers publish news from Cochinchina announcing that nearly all the provinces had made submission to Admiral Boreard. Direct mail service between Nantes and Vera Cruz is to commence April 1st. Four large Steamers are to be purchased in England for this service.

ITALY.

Frankfort Journal positively asserts the recognition of the Kingdom of Italy by the Prussian Government is actually decided upon. Another authority says Prussia made overtures to Russia for simultaneous recognition by both Powers.

It is asserted that Papal Government was engaged in destroying or removing large quantity of secret documents in the Archives at Rome.

PORTUGAL.

The Betrothal of the King to the sister of the late Queen of Portugal is announced as having taken place. Marquis de Soule has been empowered to form a new ministry.

GREECE.

At latest dates the Fortress of Nauplia was still held by the insurgents, who demanded modifications of the Constitution. The troops defeated the insurgents outside Nauplia, and the insurrection was confined to that place. Numerous arrests, including Senators, Officers, Advocates, and Journalists, were made. Latest official accounts were encouraging for Greek Chambers voted their devotion to reigning Dynasty, and for vigorous measures to suppress insurrection.

CAPE OF GOOD HOPE.

January mails are received. Trade rather more active; harvest good; vintage better than expected.

LOW MONEY MARKET.—Consols bought on 21st, and 4 to 4 1/4 higher; mainly owing to abundant supply of money. Rather more demand in discount market, but rates unchanged.

LATEST FROM QUEENSTOWN.

TURIN, 23rd.—Notwithstanding Ministerial circulars, notwithstanding the continued presence of troops against temporal power of Pope.

BERLIN, 23rd.—Berlin papers assert the recognition of Italy by Prussia is an established fact. Prussia has notified recognition to the Italian Ministry.

VIENNA, 23rd.—Negotiations of Austrian Government, at Pesth, for bringing about a reconciliation with Hungary have failed. Answer of Austria to last note of Prussia delayed, because first communication to German States, who had remitted identical notes.

Austrian chamber of Deputies have rejected proposal to establish jury for Press trials, unless jury is also established for all other trials.

Advices from Athens state Greek insurgents defeated near Tyrinth.

Shareholders of the National Bank of Vienna have accepted proposals of Government. The privilege of the bank is to be extended for 25 years. Government obtains in exchange loans at 2 per cent.

BERLIN, 23rd.—According to reliable information, the reply of France to Prussian proposals for Treaty of Commerce arrived here; conclusion of Treaty said to be imminent.

TOULON, 22d.—Transport "Seine" ordered to embark materials for army at Rome, will sail next week; this order contradicts reports of evacuation of Rome by French army.

PARIS, 23rd.—Yesterday in Senate, Baruch Ministar, without portfolio, replied to attacks against Laws and Government, made by certain journals. Prince Napoleon defended Government; described the state of society when laws on press were promulgated, and said:—

"I defend revolution, and think it necessary to give press more liberty. There is but one justification for the existence of the Empire, and that is when it becomes an application of the principle of revolution." The Prince alluded to incident of Monseigneur de Montebello, and said,—"That is where we must look for hatred for name of Napoleon and for name of France. The Empire signifies the glory of France abroad; the destruction of Treaties of 1815, which are within the limits of force and resources of France; and the unity of Italy, whom we have contributed to free. At home, the glory of France is the preservation of order, by a complete system, and real liberties, comprising liberty of press, and