

engers, and room for a lit is light freight. Having nearly  
her loading, she will sail shortly.—James Hibbert and Co., or  
nam, 71, Cornhill, E. C.

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THE 100TH REGIMENT.

TO THE EDITOR OF THE TIMES.

Sir,—A correspondent, writing in your impression of the 6th inst., complains that this regiment on its arrival from Canada has not been rapturously greeted by John Bull. The *Globe* of this evening suggests that the omission ought to be repaired when the corps reaches Shorncliffe on a festive meeting proportioned to the devotion of our Canadian fellow-subjects in thus coming forward to fight.

the battles of the mother country.

I believe, however, it will be better to moderate our enthusiasm until certain returns, relative to the cost of raising the 100th Regiment, moved for by Mr. Coningham, are in the hands of the public.

When we send out recruiting parties we have hitherto sent them to counties and towns where labour is cheap; to avoid places where furnaces are in full blast, manufacturing working extra hours, and day labourers in receipt of 14s. 15s. a-week, because we know that where labour is cheap we shall recruit men on much easier terms than where it is

The War-office has, however, abandoned that principle raising this Canadian regiment; they have gone from the cheap to the dear man market; and the consequence has been that John Bull has actually had to pay for raising the 100th Regiment in Canada more than six times as much as would have cost him to raise it in England.

The Canadians are well aware of this, and are anxious to supply a second regiment on the same terms; but the topographical engineers of Pall-mall have tardily discovered the

An American friend, pointing out to me the trick which had been played on Lord Panmure by the 'cute Canadian' who observed, "I'd be glad to contract to furnish a dozen regiments on the same terms ; and, to obviate all doubts as to their loyalty, I'd bind myself to recruit every man in Liverpool, convey him to Canada, and clear 10,000*l.* by each regiment." And my calculations lead me to believe that the Yankee might have easily done so.

I am, Sir, your obedient servant,

July 7. COCKE

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*THE THUNDERSTORM.*

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TO THE EDITOR OF THE TIMES.

Sir,—Having by the courtesy of Mr. T. Finning been allowed to inspect the effects of lightning on his residence (in Camden-square), I beg to forward the following particulars as well as my own meteorological observations on the storm of this morning.

The point struck was the kitchen chimney, which, for a long time, had been higher than any in the neighbourhood.

diate neighbourhood; the brickwork was thrown on to, and partially broke in, the roof of the adjoining house; about six feet of the zinc totally disappeared. The light was divided; one current passed down the chimney, knocked down more bricks, and ignited several articles of clothing which were hanging on a chair before the fire, the other, which with great presence of mind, threw into the stone scullery. In another part of the basement the bell wires have been destroyed.

The other current passed along the front gutter; it then turned at right angles along the centre gutter, the lead of which it forced up for about 7 feet, and at this point it was again divided, one current passing north, the other south.

The snobx off the passage  
gutter, for a distance of about 8 feet by 2 feet, broke a gas pipe,  
and caused other damage. All traces of it there disappear:  
probably passed along the gutter and down the water  
at the back of the house.

Thunder commenced at 2 21 p.m., lightning at 2 38, a  
peaching light 2 46, when one flash was only about 1½ mil-  
distant; it then gradually ceased, there being no thunder  
lightning observed between 2 54 and 3 h. 16 m. 10 s.—  
flash by which the above injury was caused. This lightning  
was of a brilliant violet, the thunder almost instant  
following it. No flash was seen afterwards. The rain  
was only .206 inch.

S. C. SHERMAN

I am, Sir, your obedient servant,  
G. J. SYMONS.

Queen's-road, Camden-town, July 7.

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**LIVERPOOL, July 7.**—The Liverpool New Year and Philadelphia Steamship Company's screw-steam Kangaroo, Jeffrey commander, took her departure at 3.30 p.m. to-day for New York. She had about 60 cab passengers and a very large and valuable cargo. The vessel is the Asia, belonging to the Cunard line, which sails on Saturday for New York, with the Royal mail, passengers and cargo.

THE SUBALPINE TUNNEL.—An interesting communication on this important subject has just been received by the Academy of Sciences from M. Menabrea, one of the most distinguished members of the Piedmontese engineering corps. It was stated several months ago that the work of the tunnel between the Alps between Modane and Bardonecche had commenced; but we have now record some interesting facts which might, perhaps, never have been discovered but for the peculiar methods employed in this colossal operation. Modane and Bardonecche are situated on opposite sides of the Alpine chain which divides Piedmont from France, and precisely at a point where the valleys of the Arc and the Dora, which lie nearly

the same level, run parallel to each other, and the mountain is narrowest. The thickness of the intervening mountain is 13 kilometres in a straight line; the actual tunnel will be 123 kilometres. It is designed to be of the same vertical plane, but, to facilitate drainage, is somewhat higher in the middle than at the orifices, so as to form a gentle slope both ways. One end exceeds the incline of five per thousand, the other being 23 thousand, in consequence of the difference of level between the two extremities, the number being, -Bardonecche (southern orifice), 1,824 metres; calculating point, 1,335 metres; Modane (northern orifice), 1,190 metres above the level of the sea. The crest of the

mountain being 1,600 metres higher than the culmination point, the sinking of shafts, which is the method generally employed in order to begin boring tunnels at several places at once, was out of the question; hence the tunnel could only be worked at its extremities, so that the labour by the ordinary processes could not be accomplished in less than 10 years. Then, how was a depth of gallery of three or four kilometres, and having but one orifice, to be aired? There were all serious obstacles. MM. Ellis de Beaumont and Angelo Simondani having examined the mountain geologically, found it composed of granite, mica-schist, talcose mica-schist, quartzite, gypsum, and limestone, *lignacito*, *Nest*, the quartzite *galea* expected to

the stratum of this is not likely to be very thick; the difficulties alone therefore remained, and these were at length overcome by three Sardinian engineers, M.M. Sonnenschein, Grattone, and Grandis, who proposed to turn the abundance of water for which the locality was remarkable to account by applying it to a peculiar system of perforation and ventilation, which we will now endeavour to explain. The first apparatus imagined by these gentlemen consists in an hydraulic air-condenser, which is a syphon turned with orifices upwards, and communicating by one of them with the stream of water, by the other with a reservoir of water, descending into the fire-brick shaft, and thence, by a pipe, descending into the furnace, where it branches out

density of the air, which is then forced into the reservoir. This done, a valve is opened, by which the water contained in the syphon is let out, and the operation recommences. The emission and introduction valves are regulated by a small machine operating by means of a column of water; and the air in the reservoir is maintained at a constant degree of pressure by a column of water communicating with another reservoir above. Thus, with a water 20 metres in height, the air is condensed to six atmospheres equivalent to the pressure of 62 metres of water. This condensed air is used for two purposes; first, as a motive power, and then for ventilation. Two kinds of perforator

worked by condensed air, the Schuchert, are employed on the invention of Mr. Bissett, the Secretary of the Ordnance Office, in the manner in which these machines perform their duty affords the first practical demonstration of the possibility of employing compressed air as a motive power with advantage. By means of the perforators holes for blasting may be bored through the hardest sienite in one-twelfth of the time which would be required if ordinary means were employed. In order to understand the importance of this result, it may be stated that, in tunnelling, three-fourths of the time is expended in boring holes, and the remainder in charging and blasting; hence, accelerating the former operation is an immense advantage.

vantage. The perforators have another advantage; in place where three couples of miners would hardly find room, 18 perforators may be set to work; so that, by the ingenious contrivances, as well as by others for clearing away the rubbish, the perforation of the rock is effected in six days, the perforation of the first shaft has been employed in a mine where power is used to feed the galleries but when the latter shall have reached a considerable depth it will require 85,924 cubic metres of air per 24 hours to replace that which has been vitiated by respiration, torches, and gunpowder; and this quantity, in the form of 14,320 cubic metres of air condensed to steam, the atmosphere, the reservoir can furnish. A new and curious

fact has been observed during these works—viz., that when the air condensed to the degree above-mentioned is shot in the gallery from the machine, any water happening to be near the latter suddenly congeals, although the ambient temperature is above the freezing point of the air (32° deg. Fahrenheit). Hence, when a large mass of compressed air is driven into a gallery situated at 1,600 metres below the outer surface of the earth, and where consequently the temperature must be about 160 degrees Fahrenheit, the dilatation of the compressed air produces a diminution of temperature sufficient to counterbalance the excess alluded to. The progress now making per day in boring is three metres on each side of the mountain, or six metres per day in all.

**STEAM BOILER ASSURANCE COMPANY.**—A company under this title has been established at Manchester, and it is a singular fact that such a company was first suggested by the late Mr. Thomas Forsyth, whose death by an explosion was announced last week. Mr. Forsyth is said to have attended a meeting of the company only two days before his death, when he advised an assurance of life against boiler explosions in connexion with the company. It is computed that within a radius of ten miles round Manchester there are more than 50,000 boilers, giving a total of 1,250,000 horse power. The frequency and extent of the burning and bursting of these boilers will, it is believed, ensure the success of the enterprise, throughout the country to which it is confined.

**THE LOCOMOTIVE EXPLOSION AT MANCHESTER.**—Mr. Galswami, the engineer, badly scalded by the explosion of a locomotive engine at Manchester last Friday, died yesterday, making nine deaths from this lamentable occurrence.

**LIVERPOOL COTTON MARKET, July 7.**—The demand for cotton to-day has been good, and the sales amount to fully 10,000 bales, 2,000 on speculation and for export. Holders have freely supplied the demand at the full rate current on Monday.

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Cole appeared for the plaintiffs; and Mr. Mellor and Mr.

This action was brought by the executors of George Cox, under Lord Campbell's Act, for the benefit of the widow and six children, to recover damages for the loss of the life of the deceased, occasioned by the negligence of the Great Northern Railway, on the 20th of August last.

The late Mr. Cox was the superintendent of the repository, and had the management of the bookkeeping department of the Society for the Promotion of Christian Knowledge. He had formed the bookkeeping department of the society, and had held his office for about 22 years at a salary of 400*l.* per annum. He was 64 years of age, and resided at

Southgate, in Middlesex, and was a daily passenger by the Great Northern Railway from Oak Grove to London. On the night of the 20th of August last he returned from town by the 7 30 p. m. train from King's-cross, and that train reached Colney-hatch about 8 15 p. m. The train comprises the platform of the Colney-hatch station, the length of two or three of the carriages, and, according to the plaintiff's case, became quite stationary, so as to induce the belief that the train had stopped for the purpose of the passengers alighting, and accordingly some of the passengers opened the doors of the carriages and got out, and had their parcels given to them. Two ladies who had thus alighted were among the witnesses called for the plaintiff, and they stated that the train was quite at a stand when they got out. But while the deceased, Mr. Cox, who was in that part of the train near the engine, was getting out, it appears that the engine was reversed and the train backed to the platform, and the consequence was that he was thrown off the step, and he fell underneath the carriage and was killed on the spot, his head being severed from his body. It appeared that two lamps at the northern part of the platform were not lighted, and that the porter who was to attend at the station after 6 p. m., and that on the evening in question that porter was engaged at the wicket collecting tickets, and he deposed that he had taken seven or eight tickets from the passengers who had alighted before the accident occurred to Mr. Cox. The engine-driver had

taken up at the Horsemeyster station the Hatfield stationmaster, who was riding on the train, to the company's orders, and the Colney-hatch station-master was not on the platform of the station on the arrival of the train, and did not get there until several passengers had alighted. To meet the case put forward by the plaintiff's witnesses the engine-driver, and fireman, the two guards, and the station-master were called, and the only independent witnesses were a wheelwright, living at Finchley, who was a passenger by the train, and a woman, who was waiting in a chaise outside the station for his master. They all deposed that there was not time during the stopping of the train and re-starting the engine for the passengers to alight, and that the guard called out "Keep your seats."

The jury retired to consider their verdict, and after a considerable absence returned into court, and a GARY & YF-

diet for the plaintiffs—Dammages, 1,000.

SECOND COURT.  
(*Before Mr. Justice EVELLS and Special Juries.*)

MISS V. HIDDLEL and OTHERS.

This was an action to recover damages for not furnishing iron, according to agreement, marked with a certain brand. The declaration stated that the contract was to be deliver 500 tons of "eagle brand refined metal," to be shipped in good condition at Swansea, the defendants thereby guaranteeing the quality of the metal, and that the action was brought by the Yatalyfera Company ; and the complaint laid was that the defendants did not supply and ship the metal according to such contract. The defence was that the defendants said that they did supply the metal as agreed ; next, a special plea, that they shipped a portion, and were ready to ship the rest, pursuant to the contract, but that the plaintiffs refused to receive and accept that which had been shipped, wherefore the defendants did not ship the residue. To this plea the defendants demurred, contending that it was not good in law, and they also took issue upon it.

Mr. Wilde, Q.C., and Mr. Honyman were for the plaintiffs; Mr. Fox, Q.C., and Mr. Evelyn, for the defendants. The plaintiff was a commission agent, exporting iron metal, and the defendants were iron and tin-plate makers, trading at Swansea under the name and firm of Townsland and Co.

It appeared from the evidence of the plaintiff, and from his correspondence, that the defendants' fine metal had borne for some years the eagle brand, and had acquired a high character in the market. The plaintiff had ordered a cargo of this iron, but the defendants had supplied metal equal in quality to what was ordered, but which was not marked with the bird, and the main question seemed to be whether the contract was for iron of the eagle brand quality, or for iron of the same quality, but not on it. The plaintiff contended that he was entitled to have all his iron marked in a particular way, inasmuch as the cargo being intended for the German market, where it was placed great dependence upon the existence of certain stamps on the goods, however good the iron was, it would not suit the market so well if the indication of the maker was wanting.

The defendants' case was that the iron which they had supplied to the plaintiff was of excellent quality, and equal to "eagle brand," but that having broken their mould the impression of the bird was absent ; that any one who knew anything about the iron could not tell whether it was good or bad by the appearance of the metal at the point of fracture, and that, in fact, the plaintiff had suffered no damage, even if the contract had been broken.

The jury found a verdict for the plaintiffs—Dammages, 42*l.* 14*s.* 6*d.*

KIRKBY V. THE LONDON AND NORTH-WESTERN RAILWAY COMPANY.

This was an action brought by the plaintiff, an eminent

attorney in the city to recover damages for injuries which he had sustained by the negligence of the defendants.

Mr. M. Chambers, Q.C., Mr. Edwin James, Q.C., and Mr. Hawkins were for the plaintiff; and Mr. Mellor, Q.C., and Mr. Thipson for the defendant.

On the 22nd of March the plaintiff was travelling on the London and North-Western Railway; when near Watford, being, as it was said, to the defendant's fault, the train ran off the line, the carriage in which Mr. Kirley was upset, and he was seriously injured, principally in the spine.

The trial occupied several hours, but eventually it became clear that the sole question was one of damages.

Several surgeons of great celebrity, including Mr. Lawrence, of St. Bartholomew's, were examined as to the extent of the plaintiff's injuries and the probability of his ultimate recovery, and after a lengthy examination, the jury, and a careful summing up from Mr. Justice BYLES.

The jury found for the plaintiff—Damages, 1,000*l.*

**COURT OF EXCHEQUER, JULY 7.**  
(*Before Mr. Baron BRAMWELL and a Special Jury.*)

**HAGGER V. RUSH.**

Mr. Edwin James, Mr. Frederick Lloyd, and Mr. J. J. Powell were counsel for the plaintiff; Mr. Slacie, Q.C., and Mr. Bullar appeared for the defendant.

This was an action to recover compensation in damages for a breach of promise of marriage.

With the usual phras, the defendant had pleaded that at the time of making the alleged promise he was not of sound mind, of which the plaintiff had notice.

MR. EDWIN JAMES, in opening the case, said that the plaintiff was a young woman 22 years of age, and although

the daughter of persons in a very humble sphere of life, had conducted her life with the greatest propriety, and her conduct altogether was without reproach. Her father had for many years served in Her Majesty's 58th Foot, and had some 14 or 15 years ago retired from the service with a pension of 1s. per day, and bringing his family into the country, he had purchased himself in a burroughs at Hawley, and kept a horse and cart as a carrier. The plaintiff, whose appearance was very prepossessing and engaging, had gone into the service of a medical gentleman named Dobson, residing at Harlow, as housemaid, and the domestic who was afterwards brought up to the medical profession, was an inmate of Mr. Dobson's house as a pupil. He soon became struck with the plaintiff's appearance, and had a violent passion for her. She mentioned the circumstance to her mother, who

The defendant had lost both father and mother, and under his father's will had become entitled to a considerable sum of money. The defendant also had married, and himself in communication with the plaintiff's mother, and suggested that, as he was an orphan, and his mother was, he should like to introduce the plaintiff to her. The consequence was an introduction took place, and the aunt, who was a widow, and had no other children, and it was arranged that the plaintiff should at once quit Mr. Johnson's service, and go and reside with some clergyman in the country, in order that she might be able to attend to herself otherwise fitted for moving in the same society as the defendant. This was all done with the sanction and consent of the aunt, and the plaintiff was accordingly sent away. The plaintiff was then about twenty years of age; she was naturally a clever girl, and he (Mr. James) should show that she had taken every advantage of the opportunity of improving herself.

ent went into Lincolnshire to attend the funeral of a relative, and suddenly while there, he changed his mind about staying the night, and went from there to his home in London. His most earnest and touching appeals had been made to him by letter, to induce him to grant the plaintiff an interview. But he had turned a deaf ear to all these appeals, and had never seen him since—without a word, without a complaint, he had cast her off. On the 23d of July, 1857, he wrote a letter, saying that his wife was dying, and that he was going for their separating." The plaintiff had been taken out of the sphere in which she moved by the defendant; she had been taken from Mrs. Webster's firm, and from the influence of a virtuous and honest livelihood, and seriously, gravely, maltreated as she was, her wrongs were considerably aggravated by the plea of necessity upon the record, and for which there was not the least pretence.

Mrs. Hager said,—I am the plaintiff's mother. My husband was a soldier, and a house-keeper, and was in service at Harlow, in Essex, for about two years. I used to walk

then first. He came afterwards, and I was introduced to him. My daughter was with me. He talked to me occasionally, and I was very much interested in him, as my daughter they had all the conversation to themselves. I went him about a month afterwards at the same place with my daughter. They were very friendly to me, and I saw him out and asked him what his intentions were, and he said they were all right, for he really loved her. I live at present, five miles from London, in a small village, and go to see the defendant's aunt. He met us at the Fenchurch-street station. He said, "Now, Susan, I expect my aunt to come to my lodgings." He went, and we, and came back saying, "She is here." The aunt was waiting for our appearance. The defendant seemed very much attached to her. I said I had nothing to give them but my blessing. He said, "I require nothing, I have something to give you." His aunt said once, "Frank, dear, my property is for you and your sister." We were with the aunt for an hour and a half. The aunt said, "You must not be so late on a fortnight, or pay a month's wages and leave at once," and said that she should never come to any harm as long as she

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