

very fourth Wednesday:—
UNION. 3,000 tons, 800-horse P

Full power, 2000-horsepower, 1000-horsepower, 500-horsepower, 250-horsepower, 125-horsepower, 62 1/2-horsepower, 31 1/4-horsepower, 15 1/2-horsepower, 7 1/2-horsepower, 3 1/4-horsepower, 1 1/2-horsepower, 3/4-horsepower, 1/2-horsepower, 1/4-horsepower, 1/8-horsepower, 1/16-horsepower, 1/32-horsepower, 1/64-horsepower, 1/128-horsepower, 1/256-horsepower, 1/512-horsepower, 1/1024-horsepower, 1/2048-horsepower, 1/4096-horsepower, 1/8192-horsepower, 1/16384-horsepower, 1/32768-horsepower, 1/65536-horsepower, 1/131072-horsepower, 1/262144-horsepower, 1/524288-horsepower, 1/1048576-horsepower, 1/2097152-horsepower, 1/4194304-horsepower, 1/8388608-horsepower, 1/16777216-horsepower, 1/33554432-horsepower, 1/67108864-horsepower, 1/134217728-horsepower, 1/268435456-horsepower, 1/536870912-horsepower, 1/1073741824-horsepower, 1/2147483648-horsepower, 1/4294967296-horsepower, 1/8589934592-horsepower, 1/17179869184-horsepower, 1/34359738368-horsepower, 1/68719476736-horsepower, 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BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM SHIPS.—Notice.—Reduction in Passage-money.—The passage-money by these steam-ships from Liverpool to New York is now, chief cabin, £10 10s. 6d. and £12 10s. 6d. For passage and other information apply to J. B. Foord, Esq., Old Broad-street, London, G. and J. Burns, Buchanan-street, Glasgow; or in Liverpool, to D. C. Macfar, S. Water-street.—April 19, 1858.

B MAIL STEAM SHIPS, appointed by the Admiralty to sail between LIVERPOOL and NEW YORK direct, and between LIVERPOOL and BOSTON, the Boston ships only calling at Halifax, will receive passengers and Her Majesty's mails. The following other vessels are appointed to sail from Liverpool:—
PERSIA, for NEW YORK, Saturday, Sept. 4.
NIAGARA, for BOSTON, Saturday, Sept. 11.
NIAGARA, for NEW YORK, Saturday, Sept. 18.
 Passage money, including provisions and bed tickets, but without baggage or liquors, can be obtained on board:—To Halifax, £10; to Boston, chief cabin, £22; second cabin, £16. To New York, chief cabin, £26; second cabin, £18. Freight to Halifax, Boston, or New York, 23 per cent and 5 per cent privilege.
 For full particulars of the ships, rates, and accommodation for passengers and cargo, apply to the Agents, Messrs. J. & A. Wilson, 2nd class passengers. For passage or cargo apply to the Agents, Messrs. J. & A. Wilson, 2nd class passengers.

information apply to J. B. Ford, 52, Old Broad-street, E. London.
S. Comard, Halifax; E. G. and J. G. Bates and Co., Boston; E. Olin
New York; D. Currie, Havre, and W. Bonvalet, de la Havre.
G. and J. Burns, Buchanan-street, Glasgow; or D. and C. Mac
Water-street, Liverpool.

STEAM BETWEEN GALWAY AND NEW YORK

The shortest and most direct route to America—Through
from the principal towns in the United Kingdom to New
York, direct, calling at Halifax to land Her Majesty's Mails.—The speediest
and powerful Ocean Mail STEAM SHIPS will leave Galway for New
York as under:—

| Steam Ship. | Tons. | Horse Power. | To Sail from Galway. | To Sail from New York. |
|--------------------|-------|--------------|----------------------|------------------------|
| 1. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 2. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 3. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 4. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 5. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 6. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 7. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 8. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 9. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |
| 10. The "Hibernia" | 1,200 | 1,000 | 1st Monday in May | 1st Monday in May |

| | | | | | |
|----|--------------------|-------|-------|-----------|----------|
| or | Prince Albert .. | 3,600 | 1,800 | Sepd. 15. | |
| | Indian Empire .. | 3,000 | 1,500 | Sept. 25. | Oct. 25. |
| | Pacific .. | 3,000 | 1,500 | Oct. 12. | Nov. 11. |
| | American Empire .. | 3,000 | 1,000 | | |
| | British Empire .. | 3,000 | 1,000 | | |
| | Antelope .. | 1,500 | 500 | | |

Passengers booked to New York. Throughfares—1st class 21s, 2d class 21s, 3rd class 27s; 4th class 21s. Cabin fares—Guineas, including steward's fee and provision for 1st class passage, £10 10s; 2nd class, £9 10s; 3rd class, £8 10s. A limited quantity of light freight only can be taken. For freight further particulars apply to Bate, Adams, and Co., & Filshie, Ltd., London; Jackson and Eastman, 1, Runcorn-faces, Liverpool; Laidley, Messrs. Messing, 1, Runcorn-faces, Liverpool; and Messrs. G. O'Neill, Cork; Ryan, Brothers, Limerick; and at the Steam Packet Office, Galway.

STEAM COMMUNICATION direct to CANADA from LIVERPOOL.—The Montreal Ocean Steam Ship Company's first-class powerful **SCREW STEAMERS** under contract with His Majesty's Provincial Government for the conveyance of the mails, are intended to be despatched from LIVERPOOL, as follows:—
NORTH BRITISH, Wednesday, Sept. 8.
NOVA SCOTIAN, Wednesday, Sept. 22.
NORTH-SAXON, Wednesday, Oct. 6.
NORTH AMERICAN, Wednesday, October 20.
Passage-money to Quebec:—Cabin, 18 guineas; steerage, 12 guineas; and to Montreal and the United States. Apply, in Glasgow, to J. and A. Allan, 54, Enoch-square; in Liverpool, to Allan and Gillespie, West-End-buildings, Brunswick-square; or here to Montgomery and Greenhalgh.

CALIFORNIA direct, the celebrated American clipper ship SOUTHERN EAGLE, 530a - A1, 724 tons; fast loading in the London Dock; This super-quick steamer has the first-rate poop cabin accommodations. Apply to Oswald, Fitz, and Co., 4, George-yard, Lombard-street, London agents for the Panama Railway Company.

RIVER PLATE REGULAR LINE OF PACKETS

For MONTEVIDEO and ROSARIO, the LIRIOPE, A1, 68 tons, EDWARD ELLIOTT, Commander; in St. Katherine's Dock, For BUENOS AYRES direct, the ADMIRAL BLAKE, A1, 900 tons, WILLIAM BOWDEN, Commander; in St. Katherine's Dock, For LONDON, freight or passage apply to Martin and Co., 21, Fenchurch-lane, R.C.

ASPINWALL (Colon), N. G.—The British clipper **brig HUNTLEY**, A. 1, 12 years, 186 tons registered, is now loading in the London Docks, and will have immediate date Apply to Oswald, Fitz, and Co., London agents for the Panama Road Company, 4, George-yard, Lombard-street E.C.

VICTORIA, Vancouver's Island, and Fraser's River from Liverpool, has a considerable portion of her cargo en route, and will sail about the 30th September, the fine fast-sailing clipper **ATHLONE**, J. CROMAR, Comander, 434 tons register, for T. S. and Co., 61, King William-street, city.

FOR THE GOLD DISTRICTS IN HUDSON'S BAY TERRITORY—For **VICTORIA, Vancouver's Island,**

GOLD FIELDS OF BRITISH COLUMBIA.—
Fraser River (with immediate despatch), the new clipper barque, *SEIS*, A. 1. 313 tons register, 500 tons burden, JACOB CAREY, com-
mander; lying in the London Dock. Has good cargo of flour, sugar,
passengers. For terms of freight apply to George
New City-chamber, Bishopsgate-street, E.C.; or to Lemuel Gold
Finch, and Co., 27, Lawrence Poultry-lane, E.C.

GOLD DISCOVERIES.—Shortest Route to the Discoveries of the New Columbia, via Panama.—PAISLEY'S STEAMSHIP COMPANY, of New York, are now BOOKED TO COLUMBIA, by the steamers of the Royal Mail Steam Company, under contract with Her Majesty's Government, which Southampton on the 24 and 17th of each month. Trains run across the Isthmus of Panama, and the vessels of the Royal Mail Steam Ship Company regularly call at Panama for the North Atlantic. For information and for rates of passage and freight, apply to Capt. W. Vincent, Superintendent of the Company, Southampton, or to the undersigned, R. T. Reep, Secretary, 55, Moorgate-street, London.

VANCOUVER'S ISLAND.—For VICTORIA, follow the *Guadalupe*, under engagement to Her Majesty's Government for the conveyance of troops, and will positively leave the dock on the 10th of September, the splendid full-roop clipper **THAMES** J. A. 1857 tons register, **THOMAS GLOVER** commander. This magnificent ship can only take a limited quantity of freight, for which immediate application should be made. She is informed that she will be consigned to the branch house at Vancouver, Messrs. Dickson, De Wolf, and Co., of San Francisco, and prepared to receive cargo for Victoria, Seattle, Astoria, Portland, Oswego, Portland, Ketchikan, Lembeh-straet, or to Shaw, Savill, and Co., 24, Abchurch-lane, London, E.C. 4.

BRAZILIAN RIVER PLATE MAIL STEAM
COMPANY.—**VILFRAZ** MAIL PACKETS leave South

On the 6th of each month, conveying Her Majesty's mails, for all specie, &c., for CAPE DE VERDES, Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres. Return tickets issued at a rebate of 25 per cent. from the passage money. For any details apply to the Company's head-office, giving information respecting the cargo, and the nature of the goods, apply personally or by letter to the undersigned, or to Captain Vincent, Superintendent of the Colony of Southampton.

R. T. KEEPE, Secretary.

55, Moorgate-street, London.

Specie, goods, packages, or luggage sent to Southampton should be addressed to a shipping-agent there.

WEST INDIES, Mexico, Colon, or Aspinwall.
Central America, Panama, and the Pacific.—The Royal MAIL STEAM PACKET COMPANY'S VESSELS, with Her Majesty's mails, for all specie, &c., for CAPE DE VERDES, Pernambuco, Bahia, Rio de Janeiro, Monte Video, and Buenos Ayres. Return tickets issued at a rebate of 25 per cent. from the passage money. For any details apply to the Company's head-office, giving information respecting the cargo, and the nature of the goods, apply personally or by letter to the undersigned, or to Captain Vincent, Superintendent of the Colony of Southampton.

R. T. KEEPE, Secretary.

55, Moorgate-street, London.

Specie, goods, packages, or luggage sent to Southampton should be addressed to a shipping-agent there.

ject's mails, leave Southampton on the 1st and 17th of each month conveying passengers, specie, cargo, and parcels. Return tickets are granted with an abatement of 25 per cent. from the passage-money, run daily across the Isthmus of Panama, and from Panama to San Francisco, California and the South Pacific. For any details, the Company's hand-book, apply personally or by letter to the Agent, or to the Captain Vincent, Superintendent of the Company's steamships.
 R. T. REEF, Secretary.
 8, Moorgate-street, London.

Specie, goods, parcels, or luggage sent to Southampton shall be addressed to a shipping agent there.

GRABALTAIR and CADIZ.—The fine port of Callao, Peru, is served by the screw steamer *PENINSULA*, 625 tons, J. JONES, Master, is appointed to leave the London Dock on the 7th Sep.

to be followed by the Gibraltar, 385 tons. These screw steamers will remain two weeks in the harbor, affording an excellent opportunity for parties desirous of visiting the above places, and a Return ticket is issued at a reduction, with the advantage of sailing by either of the above steamers during a period of two weeks. For terms of passage or freight apply to John Hall, Jun., New London-Street, E.C.; or to Julius H. Thompson and Co., Liverpool-Street.

STEAM TO ITALY.—The splendid and favored screw steamer GENERAL CODRINGTON, 460 tons, is now lying at the London Dock, for GENOA, Leghorn, Naples, Palermo, Messina, and will receive goods until the 21st inst. For freight apply to Messrs. Pickenell, Brothers, 33, Fenchurch-street.

STEAM from LIVERPOOL to CORFU, A
 and Trieste, calling at Palermo and Messina, with liberty
 to call at any other port on first-class screw steamships. **THE TAURUS** is
 expected to sail on the 10th inst. For freight or passage apply to
 above ports on Tuesday, Sept 14. For freight or passage apply to
 prior accommodation for passengers apply to Messrs G. and J. Burns, G.
 or Burns and Malver, 10, Rumbold-street, Liverpool.

STEAM from LONDON to CONSTANTIN
 and ODESSA, calling at Havre, Malta, and Smyrna. **THE**
 powerful screw steamer, **ELIZABETH JANE**, A 1 at Lloyd's
 Register, 1000 horse-power, **CHARLES SUCKLING**, Commander,
 loading at the East-lane Tier, and is intended to clear for the
 ports on Saturday, Sept. 1. Apply to Messrs G. and J. Burns, G.
 or Burns and Malver, 10, Rumbold-street, Liverpool, or to Messrs
 Messrs G. and J. Burns and Co., 11, Gracechurch-street, E.C.

STEAM FROM HULL to ST. PETERSBURG
splendid first-class paddle steam ship LION, 1,100 tons. The
KRUZER, Commander, is intended to be despatched from
HULL on Tuesday evening, September 7. The passenger
accommodation of this ship is of the first order, and represents
every comfort and convenience. Return tickets, available during
the season, granted for a fare and a half—Browley and Co., Ltd.,
George Russell, 55, Lower Thames-street, London, E.C.

STEAM from LONDON to ST. PETERSBURG
The superior fast and powerful steamships RANGER,
OSSIAN, and ADONIS, trade regularly between the above
starting and ending ports. The above steamships are modern
ships, and will make the voyage under 14 days.

R. MAJOR Commander, is intended to sail from off East-land on Saturday, September 4. For particulars of freight or money, &c, apply to Smith, Sindus, and On, 17, Gloucester-church at the 8th, Petersburgh Steamship office, 64, Mark-lane.—A. G.

STEAM to CHRISTIANSA and C
SCANDINAVIAN, Captain FAIRBURN, will leave Hull on Wednesday evening, Sept. 3, for Christiania, the second of the regular fortnightly, available for the year, a fare and a half. For further particulars apply in London at 33, Regent-circle, Piccadilly; Andrews, 44, Lombard-street: or to Thos. Wilson, Sons, and

ANTWERP, Tuesdays and Thursdays.—The *City of Antwerp*, North Carolina Company's steamship, DULDER, will leave

ERHINE leave St. Katharine's Wharf for ANTWERP every
er-build- and Thursday, at 12 noon. Saloon, £1 7s.; fore, £1. Lo
company, Cologne, 3/4s.—Offices, 71, Lombard-street, and 37, Regent-circ

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and discoloration, characteristic of old paper. The left edge of the page is dark and textured, indicating the binding of the book. There is no text or other markings on the page.

3

OLD NEWS, published weekly, price 6d.,—20, Old Bow-church, Strand, W.C.

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PLAND'S MEDICAL DICTIONARY, in 3 vols. Parts 19 and 20 (double part), price 9s.; and Vol. 3 (single part), price 10s. The dictionary, complete, in three vols., 10s. cloth. London, Darton and Co.

IZAN, a monthly Engineering Journal, September, now ready, price 1s., sent post free to subscribers had of all booksellers and newsagents, and at the City-street, Strand, W.C.

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UNITARIAN PULPIT, published monthly,
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CELEBRITIES.—A SERIES OF PHOTOGRAPHS, containing sermons by the Revs. Goodwyn Collyer, and David Griffiths, M.A. London, E. T. and W. B. Clow, 1884.

COLOR PORTRAITS, by MAULL and POLYBLANK, the number for September contains the Right Hon. the Lord Bishop of London.—Maull and Polyblank, Fleet Street, and 1874, Piccadilly; and W. Kent and Co.,

CIVIL ENGINEER and ARCHITECT'S for September, price 2s. with plates, contains:—The Principles and Practice of Civil Engineering;—Merborne Church—Narrative of the

SCHOOLS AND SOCIETIES.—**BANKS** AND **BENEFIT SOCIETIES.**—**NOTICES.**—**RECEIPTS.**—**SALES.**—**THEATRES.**—**TICKETS.**—**TRAVELLING.**—**WEDDINGS.**

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poor (concluded)—4. Mr. Roberts, Report on the

MEDICAL ACT.—A copy of this Act, elementary on its clauses, showing their bearing on the interests of all sections of medical practitioners, by *James Wilson*, Esq., of London, appears in the **MEDICAL CIRCULARS** of Wednesday, 12th July, 1857, No. 154. Price, unstamped, 4d., stamped, 5d.; a copy sent by post in five stamps. Office, 20, King William-

UNIVERSITY MAGAZINE, No. 309.
I.—Religious Biography.—Gerald Fitzgerald. "The
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 Schools—The Tribes of South India—The late
 Diocese of Grahamstown—Collection for
 Diocese of Adelaide—Mission and Bishopric of
 the Synod—Training of Missionary Pupils—Ex-
 p. 8—Reviews and Notices—Colonial, Foreign,
 Nations, Waterloo-place.

NITED SERVICE MAGAZINE
 MILITARY JOURNAL for September con-

—The Fortifications of Cheboubay—Manning
—during the Recess—With Troops to India
of China and the Chinese—Adventures of a
ew Life of Wellington, Part II.—Conversion of
—Frigates—General Peel's Campaigns—Indian
to Peking—Reorganisation of the Company
—of Four—Recent Naval Incidents—Pro-
—Zetetes, &c. Hurst and Blackett, publishers
(burn), 13, Great Marlborough-street.

PHARMACEUTICAL JOURNAL, No. 1
Transactions of the Pharmaceutical Society,
1883, price 1s. Contents:—Preparations for
Pharmacopoeia—The Education of Apprentices—
Pharmaceutical Society—Transactions of the
List of Associates and Apprentices—Exami-
nations and Extracted Articles—Ambrose God-
dard's Physical and Chemical Investigation and
Influence of Liquor Potassæ, &c., on Hen-
tash—On Potash-Bleach—On the

ANAL REFORMER, for September.
 (—)Unpatriotic View of the Chesham Pan-
 ...

and the Finance Accounts—Rajah Sir James
the Inland Revenue—The Times and the
Public Contracts and Weedon Juries—The
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Wm. W. Willey, 37, Union-street; Bolton, Tho-
mas, 27, Market-street; Chester, Parry and Son, Eastgate-
Walker. RAJAH SIR JAMES

finger-street; Northwich, Mr. Burgess, book-
shop, Market-place; Wigan, Thomas Wall,
bookseller and news agents in the United Kingdom
asked for the Association, 6, York-buildings,
where letters and communications should be

ER's CATALOGUE for September, contains many very interesting, some large number of unusually attractive books, at low prices for ready money. Sent postage free books bought.—John Miller, 43, Chandos-

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VANCOUVER'S ISLAND, with
Diggings and other places of interest of the
in BLACK'S

3

[illegible]

THE QUEEN'S RETURN FROM PRUSSIA.

DOVER, **TUESDAY,**
Her Majesty very unexpectedly landed at Dover, about half-past 11 o'clock this morning, on her return from the visit she has just paid to the Court of Berlin. Arrangements had been made for Her Majesty's disembarkation at Gravesend, it being at first decided that the Royal squadron should proceed direct from Antwerp to the latter port, accordingly the proper functionaries had received their instructions; the State carriages of the South-Eastern Railway were in attendance at the railway station; and it is currently reported that the Queen, on her arrival on Gravesend had prepared another address, ready for presentation to the Sovereign upon her landing. All, however, was to no purpose. The Queen of England, once upon the briny element over which she rules supreme, thinks not of master-shipwrights, naval superintendents, nor civic dignitaries—except, perhaps, how the confidations of the latter may be improved, and the weaknesses of the former, the trip tempting.

Her Majesty was met by the Prince and Princess of Wales, here for the Victoria and Albert to steam towards Dover, even, about 9 o'clock this morning, she drew up opposite the Admiralty pier.

It would appear that some thoughts of adorning the Dover entree were entertained by Her Majesty prior to leaving Cologne, as Lord Malmesbury, who arrived here last night by the Dover express, has just been informed that the Queen was not unlikely the Queen would honour the occasion by disembarking here to-day. It was upon this point the Admiralty and military authorities took the necessary steps for paying Her Majesty the honours which

The Victoria and Albert, carrying the Royal standard the main and the Admiralty ensign at the fore, arrived at the sign of the Foreland soon after half-past 9 o'clock. She was followed by the Royal yacht, the Despatch, and the remainder of the vessels composing the Royal squadron having ceased for Gravesend after following in the wake of the Victoria and Albert from the mouth of the Scheldt, which was quitted yesterday afternoon at 4 o'clock. As soon as the Royal yacht was brought up in the bay the Royal standard was run up at the mast-head. At 10 o'clock, at the new tides, and a salute of 21 guns was fired from the new battery at the latter line of fortifications, the standard at the main of the Victoria and Albert being dipped in gracious acknowledgment. A boat was then despatched from the shore, conveying to the Royal yacht Captain

ago-General Canfield, the commandant of the fort, and the other officers of the garrison, were invited to be present. The general proceeded on board to learn Her Majesty's pleasure, and he was accompanied by Captain Luke Smitheth, the experience of the latter gentleman being subsequently brought to requisition in the mooring of the Royal yacht. On getting on board, these officials were informed that it was the wish of Her Majesty that the yacht should remain at the shore, and that the general and his staff should go on their return to the shore, therefore, the requisition was complied with, and the general and his staff were promptly made by Mr. E. T. Way, the Superintendent of the South-Eastern Railway at this place, for getting in readiness a special train. During the time thus consumed the Victoria and Albert made a brief survey of the Admiralty pier, Her Majesty putting several questions to Captain Canfield, and the general replying to them in an audacious manner. Her Majesty then, with the Prince Consort, entered the State barge, under a second Royal salute from the Heights Battery. Her Majesty was attended by Lady Macdonald, the Hon. Miss Cavendish, Lord Mountbatten (the Prussian Ambassador), Sir James Clark, and Sir John Lubbock. The Hon. Captain Denham, the Hon. Captain D'Oyly, and the Hon. Captain

Major Bernard, Colonel Ward, R.E., and other officers were in attendance, and also guards of honour of the 4th Battalion 60th Rifles, under Lieutenant-Colonel Brown, of Donnegal Military, under Lord Claude Hamilton, and the Bedfordshire Militia, under Colonel Gilpin.

The following persons were present: the Mayor, Mr. J. W. Gifford; Messrs. J. H. B. St. John, J. C. St. Asley, Captain Noble, Rev. Canon St. John, Mr. J. E. Howell; but owing to the short notice which had been received there was no official representation of our municipal authorities upon the occasion. The bands of the respective regiments played the National Anthem, and the spectators cheered most enthusiastically, as Her Majesty and the Duke of Devonshire proceeded from the Admiralty pier to the railway station. Major-General Sir Henry D'Arcy Claude Hamilton upon the pier, near to the place of landing, bowed, very graciously bowed to her, and the Prince Consort took hands with her ladyship. Her Majesty wore a satin dress of a dark amber colour, a light cloth wrapper, and a small trimmed with corse riband.

At the close of the ceremony there was removal of all the monuments exhibited upon Her Majesty's landing, and

State train left for Portsmouth in the midst of the earnest acclamations. Mr. Seymour Toulon was in attendance on behalf of the directors of the South-Eastern Railway, and the train was under the care of Mr. Cudworth, the Superintendent of the Southampton and Southampton Docks. The best order was preserved throughout by an efficient staff of the local constabulary, under Mr. Superintendent Bram.

(From the *Court Circular*.)

O—LO—NE, Aug. 29.

Upon the evening of the 27th there was a large dinner party at Babelberg. Her Imperial Highness the Grand Duchess Marie, Duchess of Leuchtenberg, who had arrived Potsdam, was among the guests.

Yesterday morning Her Majesty the Queen and the Prince Consort left Potsdam at half-past 8 o'clock on their journey towards Berlin.

Their Royal Highnesses the Prince and Princess of Russia, and Prince and Princess Frederik William, and Grand Duke and Duchess of Baden, accompanied Her Majesty in the railway carriage a part of the way.

to Royal Highnesses Prince and Princess Charles of Prussia, the Prince and Princess of Baden, the Prince and Princess of Saxe-Weimar, and the Prince Adalbert, all the principal officers of the Court were likewise in attendance, and a considerable assemblage of people. At the small station at the Wild-park, the Prince and Princess Frederick William took leave of their Royal Highnesses, and the carriage which was in waiting to convey their Royal Highnesses to the station at Magdeburg. Her Majesty and the Prince Consort, with Prince and Princess of Prussia, and Grand Duke and Duchess of Baden, alighted from the train and proceeded in carriages to the Government-house, where breakfast was provided. Her Majesty was received here by the Grand Duke of Saxe-Weimar, who had arrived from Weimar to meet Her Majesty and the Prince. The railway station and the streets through which Her Majesty passed were filled with dense crowds of people, to receive Her Majesty with loud acclamations, and throughout the town the greatest enthusiasm was displayed.

The principal officers and authorities of the town were sent to Her Majesty by the Prince of Prussia, and after a visit of about an hour Her Majesty and her Highness returned to the railway station, and there the Prince of Prussia, the Princess of Prussia, of the Duke and Grand Duchess of Baden, and of the Duke of Saxe-Weimar.

At Brunswick, at Minden, at Dortmund, and throughout the route the stations were ornamented and crowded with people, who received Her Majesty with enthusiasm. The train frequently bowed to the assembled multitude in acknowledgement of the cheering and waving of flags, a consequence of unavoidable delay it was nearly 10 o'clock before the train arrived at Deutz, where great preparations had been made for Her Majesty's reception.

A guard of honour was drawn up in the station, and, alighting from the carriage, the Queen and Prince of Prussia were met by the Prince of Hohenzollern-Sigmaringen, Count Alexander Munster, and the Duke of Saxe-Weimar.

After speaking a few words to the principal authorities assembled, Her Majesty and His Royal Highness entered a carriage, and, accompanied by Prince Hohenzollern and Lord Mansford, proceeded to the Belle Vue Hotel, where a guard of honour was drawn up. As the royal party approached, they were greeted by a throng of people, who received Her Majesty with the warmest demonstrations of attachment. The houses, down to those even of the very poorest, were generally illuminated.

The Prince of Hohenzollern and Count Alexander Mensdorff remained to supper with Her Majesty.

After the dining service was performed before Her Majesty the Queen, the Prince Consort, the Ladies and Gentlemen in attendance, and the servants of Her Majesty's household, by the Rev. Mr. Glover.

OSBORNE, AUG. 31.

Her Majesty and His Royal Highness the Prince Consort left at Osborne at half-past 4 o'clock this afternoon for the Continent.

MARVELOUS ESCAPE.—On the 19th inst., as the

express train was descending the incline towards Beattie, the engine driver, to his horror, observed a little boy about four years of age sitting in the middle of the train, along which he had to pass, picking up stones into a tin pitcher. Unable in time to arrest the progress of the train, he pushed on in intense agony till he reached the foot of the incline, full of fear of the consequences. On inquiry, however, the infant had been found, neither harmed nor afraid, and, being taken up by the mother, whose attention was attracted by the passage of the train excited, — *Dumfries Herald*.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a small dark spot near the top center. A dark horizontal band is visible along the bottom edge, possibly indicating the binding or the edge of the book block.

MONEY-MARKET AND CITY INTELLIGENCE.

TUESDAY EVENING.

The quotation of gold at Paris is about 1 per mille discount, and the short exchange on London is 25-17½ per 100 sterling. On comparing these rates with the English Mint price of 3s. 17½ per ounce for standard gold, it appears that gold is about 1-10th per cent. dearer in London than in Paris.

By advices from Hamburg the price of gold is 42½ per mark, and the short exchange on London is 13-7½ per 100 sterling. Standard gold at the English Mint price is therefore about 7-10ths per cent. dearer in London than in Hamburg.

The course of exchange at New York on London for bills at 60 days sight is about 100½ per cent., which, when compared with the Mint par between the two countries, shows that the exchange is slightly in favour of Great Britain; and, after making allowance for charges of transport and difference of interest, the present rate leaves a small profit on the importation of gold from the United States.

The English funds opened steadily this morning at the partial recovery attained yesterday after regular hours, and there was ultimately a noted 104½; and the last price was 104½ for money and 104½ for the new account on the 12th of October. The announcement of large gold shipments from Australia, the steady influx of specie into the Bank, and the continued advance upon the Paris Bourse, are the chief influences that operated favourably. The East India Company are understood to have been lenders of money for two months at 1½ per cent., and this also had a beneficial effect. On the other hand, there was rather less firmness in the appearance of the financial accounts. Bank stock left off at 227½; Reduced and New Three per Cent. at 97½; India Stock, 215 to 218; India Debentures, 104½ to 105; Ditto, New, 97½ to 98; India Bonds, 110 to 105; and Exchequer bills (March), 31s. to 34s.; June, 22s. to 25s. premium.

In the foreign exchanges the transactions have been unimportant, the chief variation being a recovery in Spanish Six per Cent. to 95½; Spanish was slightly flatter. Other descriptions were generally about the same as yesterday. Peruvian Four-and-a-half per Cent. Urubamba Bonds were negotiated at 80; ditto, Dolores, 75½; Mexican, 21½; Portuguese, 46; Russian Five per Cent., 113½; ditto, Four-and-a-half per Cent., 100½; Spanish, 44; Turkish Six per Cent., 94½ and 95½; for the account, 95½; and, ditto, Four per Cent. Guaranteed, 104½; Dutch Two-and-a-half per Cent. at 65½; and the Four per Cent. Certificates, 101½.

The New Turkish Loan was firmly quoted this morning at 1 to 1½ premium. A few sales caused a relapse to ¾, but at the close the price was again 1 to 1½ premium.

In the foreign exchanges this afternoon the rate upon London was slightly lower; Paris also showed a downward tendency.

The final quotations of the French Three per Cent. on the Paris Bourse this evening were 71½, 25c. for money, and 71½, 40c. for the present account, showing another advance of a half per cent. A further sum of about 32,000, in American gold was taken to the Bank to-day.

The following gold ships have left Australia for England since the last mail:—The Sultana, June 24th, with 40,000 ounces; Supply, July 3d, with 79,992; and the Ocean Chief on the 13th, with 47,494. The latter two are forwarded by the Eagle, Hougoumont, Avon, and the mail steamer Teviot, the total amount of gold known to be on its way to this country is 1,391,000, of which about 718,000, is either overdue or due next week.

A correspondent who dates from the banks of the Clyde comments upon the practice of the banks which he believes to be more prevalent even than is suspected, of railway companies paying dividends out of funds not legitimately earned, by disputing the validity of the distribution, at the rate of 2½ per cent., to be proposed by the North British Company at their regular meeting.

He further remarks that the figures on which they are founded. The meeting-room of the company is, however, the place where such objections should be stated. As a shareholder it is his business to attend, or, if that be impracticable, to get some other shareholder to make the necessary remarks. If persons, after they have invested their money, decline to take trouble of this kind, they must not repine at the consequences. Public complaints of the conduct of railway boards, when made in an unauthorized form, and without access to the books, can always be easily refuted.

If, in an attempted analysis there is an error of a few pounds or shillings, the chairman or secretary at once writes to state that the calculations made and the conclusions drawn are utterly erroneous, and exhibit profound ignorance, and there the matter ends. Except from the direct action of shareholders, railway directors can be quickly and completely immune, and this is the secret of their undisturbed career. Supposing the proper representations at a general meeting to be made in vain, as usual, or to be laughed at by the Board with a bag full of proxies, or that the investor is tired and considers it unlikely to be successful, he may be warned that he will damage the shares in the market, or to be frightened in his modest expectations by an oath from the chairman, or an intimation from that personage that he is not afraid of his "bluster," his alternative, if he resents it, to dispose of his interest, and to get out of what he believes to be a bad concern before it becomes worse. In no case can he reproach any one but himself for after consequences. With respect to traffic arrangements, fares, the safety and speed of the line, and all the other interests of the public, it is the province of independent journals to exercise constant vigilance, but the financial returns that may be obtained by proprietors is a matter simply between themselves and the directors. If they are satisfied to go without a dividend, or to get it in a way that is not satisfactory, that satisfaction not merely by retaining the directors in office, but by intrusting them with their proxies, it need not necessarily be a subject of concern to any third party. All that the public have to take care of is that the losses from mismanagement shall not be used as a plea to induce the Legislature to listen to demands for an extension of privileges, or for aid or consideration of any kind.

Subjoined is a table of the stock and share fluctuations during August. Although the month has been signalized by the success of the Atlantic cable, the conclusion of peace with China, and the announcement of a new treaty with Russia, the fluctuations in the market have not been of much importance. The general tendency, however, has been towards animation, and the result of the operations throughout the period has been to establish a rise of ½ per cent. in addition to that of like amount which took place in July. Consols, however, have been nearly 1 per cent. below the price attained in April last, when the anxieties with regard to the struggle in India were still great, and when a number of members in the House of Commons were still predicting great troubles and protracted expenses from the China question. In railway shares, notwithstanding a fall in Great Northern and London and North-Western, there has been no great average change.

FLUCTUATIONS IN THE STOCK AND SHARE MARKETS.

DURING THE MONTH OF AUGUST, 1858.

| Share. | Aug. 1st. | Aug. 31st. | Aug. 1st. | Aug. 31st. |
|--------------------------|-----------|------------|-----------|------------|
| Consols. | 104½ | 104½ | 104½ | 104½ |
| Reduced. | 97½ | 97½ | 97½ | 97½ |
| New Three per Cent. | 97½ | 97½ | 97½ | 97½ |
| India Stock. | 215 | 218 | 215 | 218 |
| India Debentures. | 104½ | 105 | 104½ | 105 |
| Ditto, New. | 97½ | 98 | 97½ | 98 |
| India Bonds. | 110 | 105 | 110 | 105 |
| Exchequer bills (March). | 31s. | 34s. | 31s. | 34s. |
| June. | 22s. | 25s. | 22s. | 25s. |

On the Paris Bourse during the month a sustained and considerable rise has at length been witnessed. The improvement has been almost uninterrupted, and now amounts to 3½ per cent. At Vienna there has been a decline of 1½ per cent., but this has been more than counteracted by a favourable movement of 1½ per cent. in the rate of exchange, owing to an increased expectation that the resumption of specie payments on the 1st of January will be successfully carried out. At Amsterdam the markets have been firm, but without any material alteration.

The following are the railway calls for September, so far as they have yet been advertised. They comprise a very heavy one for the Lombard-Venetian

line, the shares of which, however, are only partially held in this country.

| Due Date. | Already paid. | Call. | No. | Total. |
|--|---------------|----------|-----------|---------|
| Coppage Extension 15 | 5 | 2 1 0 | Not known | |
| East Laurens, Black River Purchase, 27 | depts. 1 | 0 0 | 53,805 | 53,805 |
| Grant Lumber Co., 1882 | | | | |
| 1 per cent. deb. issued at 20 discount | 20 | 20 0 0 | | 16,000 |
| 10 | 1 | 10 | 15,000 | 16,000 |
| Laurens and York. | | | | |
| Laurens Purchase, 30 | depts. 1 | 0 0 | 53,805 | 53,805 |
| Black River, 10 | 1 | depts. 1 | 130,000 | 130,000 |
| St. 4 1/2 p. c. pres. | | | | |
| 1882 | 8 | depts. 1 | 67,830 | 67,830 |
| Montland, New 27 | 15 | 5 0 0 | 26,000 | 132,000 |
| 10 per cent. issue | | | | |
| South Derry, additional | 2 | 7 0 0 | 10,000 | 20,000 |
| 20 | 1 | 10 | 5,000 | |
| Tait Van, 21 | | | | |
| 1 | 6 | 1 0 0 | 22,500 | 56,250 |
| Pimlico Railway 10 to 15 | 1 | 20 0 0 | 313,500 | |
| Lumbardo-Venezuela | | | 2,000 | 10,000 |
| Black and Black Sea, 28 | 2 | 1 0 0 | 40,000 | 40,000 |
| Ceylon | | | | 416,600 |

LAW REPORT.

CORPORATE AND DIVORCE

After further evidence had been heard, The prisoner's solicitor stated that all the goods obtained by his client were ready to be given up. In fact, most of the parties in court had no wish to proceed further the matter.

MR. JUSTICE LAMBERT ordered the depositions of the witnesses to be taken, and he fully committed the prisoner for trial. Mr. Hobler's clerk asked if his worship would accept bail for Mr. Mylne, and he said that he would, but on a serious offense, but it was such a serious nature that he should require two sureties in 250*l.* for each charge, and the prisoner's own recognizance in the sum of 500*l.*, and he ordered the prisoner to be kept in custody of the police until he could be found on bail by Sergeant Mylne, as there seemed some doubt as to a conviction, he would order it to be restored to Mr. Mylne.

The prisoner was then removed by Fensum, the deputy-clerk.

LAMBERT.—James Upton, a gas engineer, addressing Mr. LELIOTT, said he had been engaged by the French Baron LELIOTT, with two other men who had appeared at his trial, to go to the United States, and to visit the chief cities and towns in that country with a new description of gas; but was left without the slightest hope of the Baron

and he said he had been taken out of a good situation, and by the conduct of the Baron obliged to part with what he had to support himself.

In reply to a question from the Magistrate the applicant said the last time he had heard from the Baron was by letter, dated Paris, but he ascertained the writer was in London.

Mr. ELLIOTT considered the case of the applicant a very hard one, and was sorry he could afford him no redress.

SHIP NEWS.

LIVERPOOL, AUG. 23.

Sailed.—The *Cruiser* for Newfoundland, the *Conquest*, for St. John's, New Brunswick; the *John Martin*, for Pernambuco; the *Swallow* and *Chindwin* and the *Magdalen*, for the West Indies; the *Albatross*, for Nantes; the *Bessy Hall* and the *John Brown*, both for Genoa; the *David Stewart*, for Port-au-Prince.

Arrived.—The *J. L. Bogart*, from Mobile; the *William Forrester*, from the Texan coast; the *Albatross*, the *Catharine*, from the West Indies.

Ostend—the Woodman, from
Walbec for Hayre.

Wind, W.N.W., fresh.
 Arrived.—The Prince of Wales, from New Orleans—the Johanna Catharina, from Rio de Janeiro—the William Stanley, from Jamaica—
 The *Albatross*, from Demia—the Salthammer, from Huéla—the Christine, from Riga—the Loochistrie and the Victor, both from Ostend—the Justine Felix, from Dunkirk—the Arctic, from New York—the J. Brodhave and the Mary Morton, both from St. John's, New Brunswick—the M. R. Mills, from New York.
 The Rosamond, from Liverpool, has arrived at Bahia.

LONDON, Aug. 31.—Wind at noon, S.W.; strong breeze and cloudy.
 PASSENGERS, Aug. 23.—Arrived at the Custom House, from Dublin—the Sparrow, from Brail—the Stradella, from Alexandria—the Harry, from Galatz—the Eboriano, from the Havannah. Sailed, the *Nevo*

[illegible]

Sailed Aug. 30.—Albania, 11 days; three quarters ebb.
 Arrived—Wind, W.N.W.; tide, half flood; weather, fine.
 Arrived.—The Frantz Alois, from Osceola the Windward,
 Sumbroso—the Johanna Herdich, from Brazil—the Moching-
 ton, from the Valley, from Alexandria—the Ionian, from
 Guernsey—the Lionne, the Furet, and the Auguste, from Gra-
 vines—the St. Georges, from Brazil—the Young King, from St. Marlo
 —the Countess of Leicester, from Guernsey—the Ranger steamer
 from London.
 Sailed.—The Alphon steamer, for Boulogne—the Belgium steamer
 for Ostend.
 1 p.m.—Wind, W., tide, two hours' ebb; fine.
 Arrived.—The Norma steamer, from Constantinople—the Thyra
 from Odessa.
 Sailed.—The Alexandra steamer, for Copenhagen.
 2 p.m.—Wind, W.N.W.; tide, half flood; weather, fine.
 Arrived.—The Holland, from Ostend, Sailed.—The Concordia, for Rotterdam—the Rhine, for Antwerp.
 8 p.m.—Wind, W.N.W., tide, two hours' ebb; weather, fair.
 Arrived.—The Victoria, from London—the Quatre Bras, from New York
 —the Breited, from Odessa—the Quatri Prastelli, from Toronto—the
 Mercutio, from Jamaica.

DEAL, Aug. 31.
(BY MAGNETIC TELEGRAPH.)
(From Jamaica.)

9 a.m.—Wind, W. moderate.

Arrived.—The *Mercurio*, from Mexico; and the *Rayard*, from St. John; both from the coast of London for Swansea; the *Johns*, from the north for the west.

Sailed.—Her Majesty's steamer *Valorous*, with Her Majesty's ship *Mercator*, in two days.

9 30 a.m.—The *Victoria* and *Albert*, with Her Majesty on board, from Antwerp for Osborne, passed off the Goodwin Sands.

Noon.—Wind, W. moderate.

10 a.m.—The *Christiana*, from New York for London—the steamer *Caladonia*, from London for Carthagena—the *Admiral Peter Turner*—the *Admiral*—the *Admiral*—

11 a.m.—The *Admiral*, for Troon, in working out of the Downs this morning got in collision with Her Majesty's steamer *Valorous*, towing Her Majesty's ship *Mercator*; received damage, and will proceed to Ramsgate.

The *Admiral* rakes *Osborne* now passing the Sands.

Arrived—The Harrowby, from London for Hobart Town.
 Anchored—The Charlotte Jane, for Calcutta; the Maid-of-the-Mill, for Cardiff; both from London.
 Passed—The Margaret, for St John's; the Marie Anne, of Morlaix, from the westward; the Boxer, from Seville, all for London.
 5 p.m.—Wind, W., moderate.
 6 p.m.—The ship, under the Morning Star, from Antigua for London—the Dera, from Sunderland for Honfleur.
 Anchored—The Elizabeth Penson, from London for Glasgow—the Maid-of-the-Mill, from London for Cardiff—the Robert McWilliam, from the westward for Sunderland—the Stedfast, from Venice for London.

VESSELS SPOKEN WITH.

The European, bound for Calcutta, 24, 25, 26, 27 W.
 The Walter No. 6,357, Aug. 15, 43, 23 N, W.
 The ship, bound from London for Calcutta, 23, 24, 25, 26, 27 W.
 The Burns Castle, from London for Australia, 14, 15, 43, 23 N.
 10 W.
 The Bellona, from Liverpool for Calcutta, 14, 16, 45 N.
 The W. Thompson, Aug. 15, 43, 23 N, W.
 The ship, bound from New York, meeting eastward, July 25, in the Bay of Biscay.

40 W. The Chamois, of Jersey, bound W., Aug. 15, 48 N., 23 W.
 A Dutch brig, showing green and white flag, striped horizontally
 red and W., 2, 480, on the white pier, standing east, July 13, 31
 6 W.
 The Myrtle, of Salcombe, bound from Gibraltar for England, Aug. 12
 8, by E. distant 25 miles.
 The Eagle, of Alibon, bound for Dunkirk, Aug. 10, 37 N., 1 W.
 The Surprise, of Bordeaux, from Africa for Falmouth, Aug. 3, 31 N.,
 40 W.
 The Avanti, of and for Bordeaux, from Alepo, May 21, 35 S.,
 21 E.
 The Camille Mitchell, from Calcutta for London, July 11, 32 N.,
 40 W.
 The Pauline, from Martinique for Marseilles, Aug. 1.

HIGH WATER AT LONDON-BRIDGE THIS DAY.
 Morning 35 min. after 6 1/2 Afternoon 3 min. after

WIFE ON WOLF.—In France the Society for the Protection

tection of Animals does not enjoy that popular success it deserves, the small wits of the age are inclined to endow jokes with a deeper meaning than they really possess. A countryman, armed with an immense club, presents himself before the president of the society, and claims the first prize. He is asked to describe the act of humanity on which he founded his claim. "I saved the life of a wolf," replies the countryman; "I might easily have killed him with this bludgeon," and he swings his weapon in the air with intense dramatic effect. "And then?" asks the president. "He inquires the latter, 'what had he done to you?' 'He had just devoured my wife!' is the reply. 'The pre-

A VEIN OF COAL ON FIRE.—A serious accident occurred on Monday in the Evail Fach coalpit, at Tondur, Glamorganshire. Early in the morning some passers-by observed a volume of smoke proceeding from the air shaft.

and the mineral agent was immediately apprised of the circumstance. He descended, and discovered that a vein of coal had caught fire; it could not be extinguished, and the only way the men used underground. With as little delay as possible steps were taken for the safety of the men, and in less than an hour the whole of them were brought out, none, one, fortunately, having sustained the slightest injury. The watercourse was the first to be extinguished, and the fire, of course, was then quite extinguished. The pit well, of course, be stopped for some time, and the damage done will be considerable.

BRITISH NORTH AMERICAN COLONIES.—The idea of uniting all the British North American possessions into one general government has for some time been under discussion among the people of the colonies, and has found much favour. The feeling will most probably receive an impetus from the rapid settlement of those western provinces, and the consequent necessity of disposing of the unutilized waste

And now the project is receiving official encouragement from the Governor-General of Canada, when proroguing the Provincial Parliament on the 10th ult., stated that during the recess he should address the Legislature on the subject of the proposed union, which such a union "may perhaps hereafter be practicable." This phraseology would lead to the supposition that the desirableness of a Federation is already acquiesced in, and that the Government are effecting a change of policy upon the colonies themselves which would much depend upon the powers which a federal congress may possess. In any view it is, in the Governor-General's words, "a matter of very great importance."—*Leader*.

MERCURY AND THE JEWS IN THE PAPAL STATES.—A correspondent from Rome writes as follows to the *Débat*:—"I stated some time ago that a Jewish child had been taken away from their parents, at Bologna, on the plea

Benedict XIV. expressly forbids the baptizing of Jews to surprise, except when they are in imminent danger of death. In that case baptism may be secretly administered, but the bishop must be immediately informed of the fact, and in the event of the patient's recovery, he is to be taken care of and educated as a Catholic Christian. This was the case in the present instance; the father finding it impossible to recover his child, solicited an audience of the Pope, who granted it without difficulty, and gave him permission to send his son, on condition that he should not hold any converse with him calculated to render his conversion abortive."

METROPOLITAN FREE HOSPITAL.—The aggregate number of patients relieved during the week ending Aug. 28, was Medical, 725; Surgical, 403; total, 1,128, of which 506 were new cases.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and discoloration, characteristic of old paper. The left edge of the page is bound into a dark, possibly black or dark brown, inner cover material. There is no text or other markings on the page.

