of females in India talk of little beyond the last new style of dress, their children, or their Ayahs.—*Narrative of a Three Months' March in India, by the Wife of an Officer in the Sixteenth Foot.*

THE OVERLAND JOURNEY TO BOMBAY.

Notes of an Overland Journey through France and Egypt to Bombay. By the late Miss Emma Roberts. With a Memoir.

This work is posthumous, and incomplete; the agreeable and gifted authoress having died at Poona, near Bombay, to which Presidency she had gone to compare the condition of Western India with that of Calcutta and its subject provinces. And her premature death is the more to be regretted as she combined in a very considerable degree the *utile et dulce*. Very many persons have treated of India who possessed more extensive knowledge, with greater comprehension of view and philosophical acumen. But Miss Roberts was among the first, if not the first, who rendered Indian subjects popular in England. In her *Scenes and Characteristics of Hindostan* she excited an interest in the habits of life and way of thinking that prevail among the natives and Anglo-Indians; bringing together Britain and India by her descriptions of those necessary circumstances that happen to all—as eating, drinking, dressing, sleeping, visiting, and so forth; whilst she stripped the gorgeous East of much of its fancied splendour, and flattered stay-at-homes by the privations and discomforts she placed before their eyes as the drawback to Indian luxuries, such as retrenchment has left them.

The contents of the only volume Miss Roberts lived to finish, relate less to Bombay than to her journey thither. This, however, is the most interesting portion of the book; not merely because she looked at France, Malta, Alexandria, Cairo, and a journey through the desert of Suez, with a keener, yet a more *allowing* glance than the generality of tourists; but this is the first entire account we have met of a journey from England to India performed by steam almost as far as steam could carry.

For, leaving London in a steamer for Havre, she thence ascended the Seine, as near to Paris as a steamer could float her. After a short stay in the capital, her party proceeded to Lyons in the Diligence; and there embarked in a steamer upon the Rhone, which they descended to Marseilles. By steam conveyance they were eventually landed at Alexandria; whence a party of females, with a little baby some seven months old, without a gentleman to escort them, and with no male attendants but a Janissary, a native servant, and native boatmen, proceeded in safety to Cairo by water, and then across the desert to Suez: such is the order which reigns under the usurping Mehemet Ali. Here they were detained through something being "wrong" about the crack steamer; and when they started they had a most uncomfortable passage to Bombay—so uncomfortable, that, as matters were then managed, (a twelvemonth since,) Miss Roberts seems inclined to prefer the longer voyage by the Cape, unless Bombay be the place of destination, and then of no consequence, since the journey from Bombay to Calcutta, as *even to Madras, is almost as difficult as the voyage from England.*

Of the accommodation on board the Government steamers, whether Imperial or "Coompance," she speaks in severe though measured censure throughout. Sometimes the officers are what is called "above their business," and take a pride in slighting their passengers: when they happen to be men of sense, they seem to have no control over anything save the working of the ship or the supply of provisions; the accommodation of the passengers and their attendance being left to chance, or the pleasure of a pack of half-caste servants. In the British Government steamers, the sum of the whole seems to be an insolent neglect of their passengers—"they only remember they have a salary to receive, and only forget they have a duty to perform." The Company, would it be believed conducted their business in a way which is tantamount to a fraud upon the public. For example—

"Upon repairing to our cabin, Miss E. and myself were surprised and disappointed at the miserable accomodation it afforded. The three cabins allotted to the use of the ladies had been appropriated, in two instances, to married couples; and we were obliged to put up with one of smaller size, which had the additional inconvenience of opening into the public saloon. There were no Venetian blinds to the door; consequently, the only means of obtaining a free circulation of air was to have it open. A locker with a hinged shelf, which opened like a shutter, and thus afforded space for one mattress to be placed upon it, ran along one side of the cabin, under the port-hole; but the floor was the only visible means of accommodation for the second person crammed by Government-regulation into this den. There was not a place in which a wash-hand basin could be put, so inconveniently were the doors arranged; to one of which there was no fastening whatever. Altogether, the case seemed hopeless; and as each coaches were walking about the vessel by dozens, the prospect of sleeping on the ground was anything but agreeable, especially with the feeling that we were paying at the rate of four pounds a day for our accommodation."

* * * *

"The more I have seen of Government ships, the more certain I feel that they are not adapted to carry passengers. The authorities appear to think that people ought to be too thankful to pay an enormous price for the worst species of accommodation. The commodore has not been accustomed to attend to the minutiæ which can alone ensure the comfort of those who sail with them; while the officers, generally speaking, endeavour to show their contempt of the service in which they are sent, against their inclination, by neglect and even rude ness towards the passengers."

We leave mention of the baby that made the passage; and, as true as the hackneyed quotation "some touch of nature makes the world kin," that this little creature became a passport to the strangest customers, amongst an Egyptian rabble on the Bedouins of the desert. But this [illegible] the most [illegible] excepting when she [illegible] anything, and [illegible]

AN ENGLISH INFANT IN AN EGYPTIAN MOB.

Our boat was moored in front of a narrow strip of ground between the river and a large dilapidated mansion, having, however, glass windows in it, which bore the ostentatious title of Hotel de Mahamoudie. This circumscribed space was crowded with camels and their drivers, great men and their retainers passing to and fro, market-people endeavouring to sell their various commodities, together with a multitudinous collection of men, dogs, and donkies. I observed that all the people surveyed the baby as she was carried through them, in her native servant's arms, with peculiar benignity. She was certainly a beautiful specimen of an English infant, and in her pretty white frock, lace cap, and drawn pink silk bonnet, would have attracted attention anywhere: such an apparition the people now assembled at Atfeo had probably never seen before, and they were evidently delighted to look at her. She was equally pleased, crowing and spreading out her little arms to all who approached her.

THE BAY IN THE DESERT.

We were, as usual, rather late by the following morning. Our dear little plaything, the baby, bore the journey wonderfully; but it seemed very requisite that she should have good and unbroken sleep at night; and we found so little inconvenience in travelling in the daytime, that we could make no objection to an arrangement which contributed so much to her health and comfort. It was delightful to see this lovely little creature actually appearing to enjoy the scene as much as ourselves; sometimes seated in the lap of her nurse, who travelled in a chair, at others at the bottom of one of our chairs; then in the arms of her male attendant, who rode a donkey, or in those of the donkey-men, trudging on foot; she went to everybody, crowing and laughing all the time; and I mention her often, not only for the delight she afforded us, but also to show how very easily infants at her tender age—she was not more than seven months old—could be transported across the desert.

Of the English in Egypt, Miss Roberts tells some anecdotes illustrative of that brutal and blackguard disregard of other people's habits and feelings, which seems to characterize the vulgar amongst our countrymen as soon as they are relieved from the restraints of law or public opinion.

Of the Egyptians themselves she has formed a favourable judgment, from the examples which fell under her observation. This is the sketch of her Janissary and servant.

"The Janissary spoke very tolerable English; and after sunset, when we seated ourselves outside the cabin door, he came forward and entered into conversation. He said that he had been in the service of several English gentlemen, and had once an opportunity of going to England with a captain in the navy; but that his mother was alive at that time, and when he mentioned his wishes to her she cried, and therefore he could not go. The captain had told him that he would always repent his offer; but though he wished to see England, he was glad he had not grieved his mother. He had been at Malta, but had taken a dislike to the Maltese, in consequence of a wrong he had received; as a [illegible] upon his landing.

"Amongst the noblemen and gentlemen whom he had served, he mentioned the Marquis of Waterford. We asked him what sort of a person he was; and he immediately replied, 'A young devil.' Mohammed, who had been in various services with English travellers, expressed a great desire to go to England; he said that if he could once get there, he would 'never return to this dirty country.' But he and the Janissary apparently had formed magnificent ideas of the wealth of Great Britain, from the lavish manner in which the English are accustomed to part with their money while travelling.

"We inquired of Mohammed concerning the magician whose exploits Mr. Lane and other authors have recorded. At first he did not understand what we meant; but upon further explanation, told us that he thought the whole an imposture. He said that when a boy, about the age of the Arab captain's son, who was on board, he was in the service of a lady who wished to witness the exhibition, and who selected him as the medium of communication, because she said that she knew he would tell her the truth. The ceremonies, therefore, commenced; but though anxiously looking into the magic mirror, he declared that he saw nothing; afterwards, he continued, 'A boy was called out of the bazaar, who saw all that the man told them.' But while Mohammed expressed his entire disbelief in the power of this exclaimated person, he was not devoid of the superstition of his creed and country; for he told us that he knew of another who really did wonderful things. He then asked us what we had called the Magnetiser whom he had described to him? We replied, a magician; and he and the Janissary repeated the word over a more times, in order to make themselves thoroughly acquainted with it. In all cases they were delighted with the acquisition of a new word; and were very thankful to me when I connected their pronunciation. Thus, when the Janissary showed me what he called *hendseen* growing in the fields, and explained that it made a [illegible] must be transported across the desert.

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[illegible] table mystery. They were afterwards seen at less advantage, in consequence of the intervention of some rising ground; but from all points they created the strongest degree of interest.

EQUIPAGE FOR THE DESERT.

We found the equipages in which we were to cross the desert waiting for us at the City of Tombs. They consisted of donkey-chairs, one being provided for each of the females of the party, while my friend Miss E. had also an extra donkey, with a saddle, to ride upon occasionally. Nothing could be more comfortable than these vehicles: a common arm-chair was fastened into a sort of wooden tray, which projected in front about a foot, thereby enabling the passenger to carry a small basket or other package: the chairs were then slung by the arms to long bamboos, one upon either side and these, by means of ropes or straps placed across, were fastened upon the backs of donkies, one in front the other behind. Five long and narrow vehicles of this kind, running across the desert, made a sufficiently droll and singular appearance, and we did nothing but admire each other as we went along. The movement was delightfully easy; and the donkies, though not travelling at a quick pace, got on very well. Our cavalcade consisted besides of two stout donkies, which carried the beds and carpet-bags of the whole party, thus enabling us to send the camels ahead; the three men-servants were also mounted upon donkies; and there were three or four spare ones, in case any of the others should knock up upon the road. In this particular, it is proper to say that we were cheated; for had such an accident occurred, the extra animals were so weak and inefficient that they could not have supplied the places of any of those in use. There were eight or ten donkey-men and a boy: the latter generally contrived to ride, but the others walked by the side of the equipages.

Although the journey was rapid, allowing little time for remark, and much of it has often been described before, Miss Roberts has imparted a freshness to her pages, by a power of observation that seized at once the characteristic points of a thing, however minute. An example of this may be seen in her sketch of

THE DESERT.

In first striking into the desert, we all enjoyed a most delightful feeling of repose; every thing around appeared to be so calm and tranquil, that, especially after encountering the noises and multitudes of a large and crowded city, it was soothing to the mind thus to emerge from the haunts of men, and wander through the vast solitudes that spread their wastes before us. To me there was nothing dismal in the aspect of the desert, nor was the view so boundless as I had expected.

In these wide plains, the fall of a few inches is sufficient to diversify the prospect: there is always some gentle activity to be surmounted, which cheats the sense with the expectation of finding a novel scene beyond: the sand hills in the distance also range themselves in wild and fantastic forms, many appearing like promontories jutting out into some noble harbour, to which the traveller seems to be approaching. Nor were there wanting living objects to animate the scene; our own little kafila was sufficiently large and cheerful to banish every idea of dreariness, and we encountered others much more picturesque.

The papers that relate to Bombay are few in number, and we think, not equal in spirit to the sketches in Miss Roberts's former work. Perhaps the subject had lost its novelties to us: she speaks of Bombay as far inferior to Calcutta in climate, in the activity of society, and in the acquirements and even the personal appearance of the natives, who look provincial after the pure white robes and stately forms of the domestics in the city of the palaces. The mortal disease of the fair writer was connected with derangement of stomach; and perhaps the "lurking principle of death" was already developing itself, tinging her judgment with sombre hue, and depressing her general powers. One of her remarks, however, is of great shrewdness, and is worth extracting. She considers native education as yet superficial—that little more than words had been taught; and she attributes this stationary state to Woman, *not* her Master.

"It is the women of India who are at this moment impeding the advance of improvement: they have hitherto been so uneducated, their minds left so entirely uncultivated, that they have had nothing to amuse or interest them excepting the ceremonies of their religion, and the customs with which it is encumbered. These, notwithstanding that many are inconvenient, and others entail much suffering, they are unwilling to relinquish. Every departure from established rule, which their male relatives deem expedient, they resolutely oppose: employing the influence which women, however contemned as the weaker vessels, always do possess, and always will exert in perpetuating all the evils resulting from ignorance. The sex will ever be found active either in advancing or retarding great changes; and whether this activity be employed for good or for evil, depends upon the manner in which their intellectual faculties have been trained and cultivated."

"*Wild Oats.*"—Our imagination pictures to itself a more exalted privilege than that of procreating the whole of life, consuming its meridian, and discovering of a good and [illegible] one, we evaded offering unto the Lord. Oh, how hidden wits have not yet triumphed on their return, or laid their honour in the dust, could I but learn, or rather would but [illegible] they have lost. With what [illegible] would they turn from the worldly wealth and blighting maxims of heavy [illegible], who tell them they must sow their wild oats, and that there is no putting off crude upon young shoulders. They would adopt with the innocency of their years, and constancy of their faith, these labels upon the power of God, and these calumnies upon all that [illegible] stamped on Her image. Then [illegible] would be, not to sow them wild oats, but to check in the seed of every flower that bloom in Paradise, as the fresh and vigorous [illegible] of a true and guileless heart. And while the fool on the [illegible] postdoes of [illegible] with God and man, they would repel the charges of their accusers, [illegible] the guilt of their corruptions, and shame they [illegible] for the [illegible] of [illegible]

From an Extra to the Fredericton Royal Gazette.

Fredericton, N. B. March 24, 1841.

Two o'clock Yesterday being appointed by His Excellency the Lieutenant Governor to receive the Joint Address of the Legislative Council and House of Assembly, on the occasion of His Excellency's recall, the Committee, consisting of six Members from the Council and thirteen from the Assembly, (being one Member from each County,) proceeded to the Government House at the hour above mentioned.

It is gratifying to us to add that all the other Members of both Houses, with their President and Speaker, also attended upon the occasion, both Houses being adjourned for that purpose.

His Excellency received them in the great Drawing Room, attended by His Personal Staff, and all the Officers of the Garrison.

The following are copies of the Address, which was read by the Honorable A. E. Botsford, and of His Excellency's Answer. The latter was evidently delivered and received with feelings of strong emotion. The Members then retired, after taking a warm and affectionate leave of His Excellency.

ADDRESS.

"Whereas this House has learned with deep regret, that our esteemed Lieutenant Governor has been recalled by His Majesty from the Government of this Province: And whereas His Excellency's Administration of this Government has been characterized by a sound and liberal policy, and has given universal satisfaction to the Constituency of this Province: And whereas this House is of opinion, that to the prudent and judicious course pursued by His Excellency during the excitement on the Frontier in the years 1838 and 1839, may be attributed, under Divine Providence, the pacific termination of the then existing difficulties, which threatened to involve our Nation in a calamitous and expensive war with the United States: And whereas this House is of opinion, that a substantial Testimonial should be presented to His Excellency, in token of the high estimation in which his invaluable and indefatigable exertions are held by all classes of Her Majesty's loyal subjects in this Country; therefore

"*Resolved*, That an humble Address be presented to His Excellency, praying that His Excellency will be pleased to accept from the Legislature of this Province, a Service of Plate on his retirement from the Government, as commemorative of the estimation in which his valuable services are held by the People of New Brunswick; and further

"*Resolved*, That such sum as will procure a Bill of Exchange for £1,000 Sterling, be voted in Supply for that purpose, and that it be placed at the disposal of a Commissioner, who shall cause to be engraved on the principal pieces of the said Plate, the following

INSCRIPTION.

Presented by the Legislature of New Brunswick to Major General Sir Colin Harvey, K. C. B. and K. C. H., in token of the high esteem in which his wise Administration of the Government is held by all classes of Her Majesty's subjects in this Province.

Council Chamber,
19th March, 1841.

"*Resolved unanimously*, That this House doth concur with the Assembly in the above Resolutions and proposed Address."

HIS EXCELLENCY'S REPLY.

"*Gentlemen*,—Cheered and sustained by this Address, I shall be enabled to present myself with confidence to my Sovereign, and to render such an "account of my stewardship" as may satisfy Her Majesty's maternal heart, that Her anxious wishes for the happiness and prosperity of Her Loyal Subjects in New Brunswick have not been lost sight of by me, nor Her Majesty's delegated authority abused in my hands.

"With regard to the munificent testimonial of your kind feelings towards me, I can only say, that I am [illegible] to Her Majesty's option,—subject, nevertheless, to Her Majesty's approbation—as the memorial of a degree of Legislative harmony, which may have been equalled, but which can never have been exceeded.

"For myself I feel that it is unnecessary for me to say more:—I am known to you, as you are to me,—and our sentiments of mutual esteem and good will cannot change:—but for my family—for my children—and my children's children, I take upon myself to assure you, that my (and consequently their) connexion with this noble Province, which the splendid memorial now presented to me is intended to commemorate, will be affectionately cherished in their grateful recollections, when the actors in the present scene shall have passed away.

"Government House, March 23, 1841."

LEGISLATIVE COUNCIL CHAMBER,

Fredericton, N. B. March 26, 1841.

This Day His Excellency the Lieutenant Governor came in the usual state to the Council Chamber, and having ordered the attendance of the House of Assembly, and the Members having attended accordingly, His Honor the Speaker addressed His Excellency to the following effect:—

"*May it please Your Excellency.*

"In presenting the Money Bills I have to be permitted to observe, that since the arrival of Your Excellency in the Province, Six Sessions of the Legislature have been held, in all of which the best understanding existed and continues to the present moment. The two deliberative Branches cordially united in sustaining Your Excellency's enlightened and liberal Administration of the Government.

"The results of this happy state of affairs are contentment and tranquility throughout the land—extensive improvements—a rapid development of our resources, and a great advancement of general prosperity.

"The useful and unremitting labours of the present Session are, in the [illegible] particularly distinguished, but, like the [illegible] preceding, will without doubt prove highly beneficial.

"I cannot conclude [illegible] my deep and paternal regard for Your Excellency is shortly to leave us, and I have to request that my feelings on this occasion are in unison with those of the whole population of this Colony.

"The Assembly have passed a Bill imposing Duties for raising a Revenue; a Bill to provide for the Ordinary Services; a Bill to appropriate a part of the Revenue for the service therein mentioned; a Bill to provide for operating and regulating Roads and erecting Bridges throughout the Province; and a Bill for the protection of the Revenue.

"These Bills I now present on behalf of Her Majesty's Subjects the Commons of New Brunswick, and pray Your Excellency's assent to them."

His Excellency having assented to the several Bills presented, and also to a number of other Bills which had passed both Houses during the Session, the President of the Legislature, was pleased to address the Members nearly in the following terms:

SPEECH.

"*Mr. President and Honorable Gentlemen of the Legislative Council.*

"*Mr. Speaker and Gentlemen of the House of Assembly:*

"In addressing you from further [illegible] upon your Legislative labours, [illegible] I feel [illegible] to express to you, [illegible] on his Rule of Business, on a [illegible] of the occasion and satisfaction [illegible] [illegible] to think [illegible] Supplies which you have [illegible] Public Services, and more [illegible] which [illegible] of the [illegible] to [illegible] Province [illegible]

through this Province; thereby unequivocally manifesting your readiness to meet the wishes and suggestions of the Imperial Government in all that tends to bind and consolidate the connexion of New Brunswick with Great Britain. By these proceedings you have, I am well convinced, faithfully fulfilled the wishes of your Constituents, whose gratitude you have thereby merited, while you have at the same time nobly sustained the lofty position which New Brunswick has taken among the Colonies of the British Empire for unshaken loyalty to the Sovereign and affectionate attachment to the Mother Country. And here I ought not to refrain from observing, that anxiously desirous as I have ever been to conduct my administration in accordance with the "best interests" of the community, over which I was appointed to preside, it has been with no ordinary degree of satisfaction that I have found that principle of Government to be identical with the "wishes" of a rational—a sound judging—and a loyal People.

"The Queen having been pleased to terminate my official connexion with New Brunswick, the painful necessity is imposed upon me of bidding you adieu, which I know you will believe that I do with feelings of deep emotion—arising as well from gratitude for the confidence which you so frankly reposed in me, from the first hour of our intercourse—a confidence which has alleviated and facilitated the anxious duties attaching to my station, and rendered their performance satisfactory and delightful, and as I will hope, and as you have been pleased to assure me, beneficial to the Province,—from regret at my disseverance from a people among whom several of the happiest years of my life have been passed, and to whom I shall ever feel myself linked in sentiments of unceasing regard and affection—and lastly, from pride and satisfaction at the prosperous and happy state in which I leave you.

"In imploring for the People of this noble Province the continuance of those blessings to which their many high minded qualities so justly entitle them, I will add, that for myself it will constitute one of the chief consolations of my remaining days, to witness, though at a distance, the rapid progress which New Brunswick is destined to make in all that relates to her prosperity and improvement.

"England already looks with great interest to the People of New Brunswick, as to an impregnable barrier against the spread of unsound and unconstitutional opinions on this Continent; and I foresee, that in the course of events, that feeling will be elevated into one of just pride in the possession of so noble a Bulwark of her glorious Institutions.

"I have yet one more observation to make, and if that observation should be deemed superfluous, I trust to your candour to impute it to its true motive—an anxious desire to perpetuate to you, as far as my advice or influence may be permitted to extend, the blessings which must ever attend the harmonious working of the machinery of which Legislation and Government are composed.—Permit me then to impress upon you the advantage to the Public Interests which must result from according to the distinguished Individual, who may be selected by the Sovereign to represent Her Majesty in this Province, the same degree of confidence which you were pleased to repose in me, and to which, I repeat, I mainly impute, under the blessing of Divine Providence, whatever of success may have attended my efforts to be useful."

THE TIMBER TRADE AND DUTIES.

The article from the London "Globe" of the 2nd instant, which was transmitted by our London correspondent and published in our *Extra* of the 25th instant, is not an ordinary newspaper article. The *Globe* is a leading ministerial paper, and it may be fairly presumed to express the views of the ministry on the timber trade and duties.

We find that the notice given by Mr. Labouchere, the President of the Board of Trade, for a Committee of the whole House of Commons, to consider of the Colonial customs' duties, which was for the 8th March, instead of the 1st, as mentioned in some of the papers. The 10th March steamer for New York, will probably show us what is doing in a matter of materially affecting the interest of the North American Colonies.

The Ministry is urged to impose new duties by a deficiency in the Revenue by the "pressure from without;" by a spirit of change in which they have indulged, probably in the hope of acquiring additional strength; but what in truth, has not satisfied any numerous portion of the people, and left them with a feeble majority in the House of Commons.

That they will urge on new duties on particularly a change in the timber duties we have no doubt. There are many interests concerned the Baltic interest, the manufacture interest, the landed interest, the ship building interest, the consumers of timber generally all of which are powerfully represented, with those who, in the first instance, are to be affected by the measure, can hardly be said to be represented at all.

There is, however, some consistency in the appeal to the interest of the consumers of imported timber, and the material project of increasing the Revenue. We cannot understand how the consumer is to be benefited by increasing the taxes on the article consumed. Those who receive and consume the taxes may reap some profit by them, but the consumer never. If the revenue is to be increased on any article, the consumer must pay eventually. It must be added to the price the production of the article consumed, raising the competition point of the persons employed in bringing it to market. The Baltic merchant may gain something; by having facilities of competition enlarged, but the consumer must still pay the duties, in addition to what he now pays, or there can be no increase of Revenue. Would the prices probably fall so as to make up for the increased amount of duties? We think not. The conditions which, with the cost of production in Canada eventually regulate prices, would be unaffected, by, partly at least taxing the North American timber out of the market, till price would rise, so as to enable it again to come into market.

The low duty on North American Colonial timber, really created the trade. The North American colonists did not ask for it. It was done by act of the British Parliament *for mutual ends*, at a time when Great Britain was excluded, threatened with exclusion of a supply timber from the Baltic. The British merchant and Parliament are masters of their events. Perhaps when once they created a tendency would do well to follow the wise [illegible] "let there alone." People in North America engrossed in any branch of industry need well afford to be the subject of experiment on the middle isolation, on the other side of the Atlantic.

We are tremble to what is long established, the stability as regard to the trade and industry [illegible] [illegible] and should like to see alterations [illegible] with their consent.

It is to be hoped that existing interests in the Colonies should be made the plaything of other interests on the opposite side of the Atlantic. The relations between Colonies and their parent State, could not, in truth, be altered but by something amounting to mutual consent. They [illegible] would provoke both to mutual acrimony [illegible] [illegible] contained in the article to the *London Globe*, about the place of the growth of the timber exported from Canada, &c. &c.

It is an [illegible] interest, whatever industry is concerned, to be drawn from one branch of it to the opposite pursuit; but a million and a half of souls in the British North American Provinces, with a wide world before them between the Atlantic and Pacific Oceans, can not be long at a loss to employ their industry and find a market to obtain such articles of luxury as people from a cold climate may really want. The loss, if any, will be land and timber of North America cannot be destroyed by Act of Parliament.

The people employed in the lumber trade, have furnished a home market for the agricultural produce of the new settlements, to the agricultural population on the Banks of the St. Lawrence, and to the industrious classes in the towns, and supplied them with British manufactures in exchange. If the trade is done away with or materially diminished by an alteration of the duties, let the people continue industrious, sober, moral and peaceable, and they will soon find new fields of employment.—[Quebec Gazette.

Extraordinary Effect of Snow Water upon Fish.—The extreme thickness of the ice occasioned by the late severe frosts, induced Mr. Dwarvis, of Gotha Lodge, in this town, to put his gold and silver fish into tubs. The pond having been emptied of its ice, was in a short time filled again by the heavy fall of snow which fell soon after. The rain which followed dissolved the snow and the fish were returned to their former abode, but such was the effect produced by the snow water, that every fish, both large and small, went blind immediately—the eye becoming as white as that of a boiled codfish several have died, and there appears very little chance of any of those that are still alive continuing long to survive.—[Cheltenham Looker-On.

The *New York Herald* gives the following table, as showing the number of steamboat accidents in the United States and Great Britain since the introduction of steam navigation, each country now having about 800 steam-vessels—

GREAT BRITAIN.

Causes.	Vessels.	Lives Lost.
Explosion and colapses,	20	18
Snagged,	0	0
Wrecked and collisions,	48	181
Burnt,	12	0
Unknown,	0	0
	80	199

UNITED STATES.

Causes.	Vessels.	Lives Lost.
Explosion and collapses,	33	886
Snagged,	33	118
Wrecked and collisions,	35	473
Burnt,	34	444
Unknown,	27	266
Total	272	2,147
	80	199
More in this country	192	1,946

The *Herald* adds—"This is as accurate as can be ascertained. But in addition there were 450 founded in this country. And in Great Britain three steamers, the Erin, Forly, and Superb, were wrecked with all on board, which are not included in the above.

Apparatus for Preventing the Explosion of Steam Boilers.—The frequent explosions of steam-boilers caused in many instances by the steam being confined until it acquires a density greater than the boiler can resist, has led to the invention of a self-acting apparatus, intended to warn the engineer whenever the pressure exceeds the proper degree of safety. The apparatus is constructed on the principle that steam in proportion to its density, will support a column of water or mercury of a given height and that any fluid will find the same level in any two or more vessels, provided there be a free communication between them. It may be called a mercurial safety valve, and consists of a cylinder, within which are two cups, with two tubes dipping into them of a length proportioned to the pressure of the steam; these pipes are connected, at the top with two valves on the cylinder, so arranged, as that when one is open the other must be closed. On the top is a waste steam-pipe open to the atmosphere.—One pipe being filled with mercury, and the valve connected with it being open, the mercury remains stationary until the pressure of the steam exceeds its proper point. It will then be blown out and fall into the empty cup, allowing the steam to escape by the waste pipe, and giving warning to the engineer by its noise.—When the pressure is again reduced to its proper point, the valve is reversed, and the mercury will, on the next occasion of an increase of pressure, be blown back again, still giving warning on the other side.

From the Albany Evening Journal.

INTERESTING SURGICAL OPERATION.

The operation for the partial restoration of the nose was performed by Dr. March, on Saturday last, in the operating theatre of the Medical College in this city. In company with a number of professional gentlemen and citizens we had the pleasure of being present at the operation, and witnessing the skill and dexterity with which it was executed.

The patient had suffered a length of time from a species of malignant ulceration of the nose resembling the disease termed *noli me tangere*, and first occasioned by a slight injury. He had tried every other means to arrest the progress in vain. The disease had eaten away a considerable part of the nose, and threatened to produce still more serious consequences.

With a view of remedying the deformity by restoring the lost part and also of stopping the ravages of the disease, all the diseased portion was cut away, and the vacancy filled up by bringing a healthy portion from the forehead above. Dr. M. performed a similar operation with great success about a year since.

Having been present at the dressing of the part on the fifth day since the operation, we are happy to say that union has already taken place to a considerable extent, and there is every prospect of complete relief to the unfortunate patient.

The operation for the restoration of this organ was introduced to the notice of European and American Surgeons, a few years since, in consequence of being successfully performed in India, by the native practitioners, in those cases occasioned by the cruel practice of mutilation customary in that country.

It reflects great credit upon the attainments and enterprise of American Practitioners, that they have not only been among the first to take advantage of the newly discovered means for the relief of human suffering, but that they have also originated and discovered many improvements in medicine and surgery.

To prof. March, we believe is due the credit of first performance the operation in this country as a cure for diseases, and thus establishing an important precedent.

We may also add that a friend has assured us that Dr. M. has had within a short time no less than ten successful cases of the operation for the remedy of chronic diseases and seven cases of the operation for the relief of strictures of squinting of the eye.

March 25th, 1841.

There are now in operation in Great Britain and Ireland, 200 Paper makers, or continuous paper making machines.—They make collectively, over four to five feet miles of paper, of 4 feet wide.

The sailing packet ship New York, after a rapid Liverpool passage of 16 days and a half.

By order of Mr. Secretary Forsyth, a Patent mechanic, as Purchaser for the Indian Department, U. S. Brunswick Indians. The first of the kind ever yet made.

Chronicle & Gazette.

WEDNESDAY, APRIL 7, 1841.

The Port of Kingston.—Preparations for the opening of the navigation are going forward in our Harbour on an unusually extensive scale. The proprietors of Steamers, and the different Forwarding companies are *wide awake*, and according to our usual and favorite phrase, the "*busy note of preparation*," at our wharves, is of a most cheering character.

The Kingston Marine Railway Company.—At the Marine Railway Establishment there are two Steam Boats on the Ways, and a Steamer and a Barge on the stocks. The boats on the Ways are the "Sir James Kempt," (which has been repaired during the winter,) and the "Union," (formerly the Hamilton,) which has been lengthened, and is now a boat of the first class. This vessel is owned by the Ottawa Company, and is intended to ply on the bay of Quinte. The Steam Boat on the stocks is also owned by the same Company, and is intended for the Rideau Canal, exclusively for passengers; the Barge which is of the first class, is owned by the Railway Company. These Boats will take their destined element as soon as the ice will give them room. There has also been erected during the winter, at the same Establishment, the following Piers and Wharves, viz:

One 83 feet long, 20 ft. wide, & sunk in 10 ft. water,	
One 85 feet long, 22 ft. wide,	do 20 ft. water,
One 85 feet long, 24 ft. wide,	do 23 ft. water,
One 38 feet long, 21 ft. wide,	do 26 ft. water,
One 38 feet long, 21 ft. wide,	do 30 ft. water,
One 61 feet long, 32 ft. wide,	do 32 ft. water,
One 140 ft. long, 12 ft. wide,	do 8 ft. water.

These Piers and Wharves were built under the immediate superintendance of that most indefatigable friend to improvement and enterprize, Henry Gildersleeve, Esq., the President of the Company, in 65 days. The range of stone buildings lately leased by the Company to Government for public offices, are nearly ready for occupation.

Steamer "St. George".—David John Smith, Esq., the enterprizing and spirited proprietor of this well known boat, is making very extensive repairs upon her,—embracing new decks and new boilers, by which her speed and convenience will be much increased. She is to form one of the Mail line of Steamers from Kingston to Toronto, and is to be commanded by that experienced seaman, Captain Twohy.

The *Brockville*, Capt. Maxwell, is being repaired and painted, and will be ready on the opening of the navigation to take her place in the Mail line, on the River route, in connexion with the *Henry Gildersleeve*, Capt. Bowen.

The *Commodore*, Capt. Patterson, is receiving a new coat, and will, as we before stated, be a daily boat between this port and Oswego.

In addition to the new boats building at this place, already mentioned, the Messrs. Ives have a steamer on the stocks, destined we believe for the Canal—and which is to receive the Queenston's engine. The model of this vessel is somewhat novel, but from the well-known talents of her proprietors, we have no doubt of her "going ahead."

The Ottawa Company have also built a new barge on their own premises, which will take her station in their fleet on the opening of the navigation. It is not to be denied that the Ottawa & Rideau Forwarding Company, under the able management of Messrs. Macpherson & Crane, have proved among the best and steadiest benefactors to the Kingston community. We understand on undoubted authority, that the Company have added to their Stock during the past season not less than £25,000, and when we say their expenses for the last year at this end of the route, exceeded the enormous sum of £15,000, chiefly spent in the Town and neighborhood, we think we are borne out in the assertion we set out with.

Portsmouth.—Wm. Dickenson & Co., have improved this splendid harbour, by raising their protecting pier at its mouth, thereby rendering it the most desirable haven for safety, to be found in this vicinity; they are also preparing their vessels for the spring trade.

Messrs. McLeod and Logan have built a first class barge at Portsmouth, during the past winter.

Extensive preparations are also making to accommodate the great increase of our Commercial Marine. Messrs. Hooker & Henderson are "clearing away for action" in the rear of their already very extensive and really splendid Warehouses—and are about adding a new stone store to their premises.

Messrs. H. & S. Jones, not being able to obtain accommodation enough in the Town, for their extensive business have purchased three or four acres of Mr. A McDoo's farm in Pittsburgh, about 3 miles from Town, (on the St. Lawrence) where they are erecting large wharves and spacious storehouses; principally intended we suppose for the transhipment of their down freight.

Our enterprising friend, Wm. Garratt, Esq., has erected Wharf extending along the whole front of his capacious premises in front street.

James Brown, Junr. Esq., has laid down a new wharf, and is erecting extensive storage accommodations upon it, in the rear of his beautiful Wholesale Establishment in front street.

Our respected townsmen Messrs. R. Angleman & J. Gay, are building an extensive Pier and Warehouses in front of their premises on the Bay, a little below the Bridge.

We learn also that Capt. Cameron has been preparing accommodations for some of our Forwarders, on Garden Island.—At which place Messrs. Calvin, Cook & Counter, are making ready for a very extensive business in the Timber and Stave trade, during the coming season—and whose station on the Island is conspicuous from the grove of masts at their wharves.

In addition to all this, and as forming part of the shipping of this port, we may mention that Messrs. Hooker & Henderson and H. & S. Jones, have made arrangements for putting a new line of Passenger and Tow boats on the Rideau Canal, to consist of five new steamers, now building at Brockville and Prescott, and the *Illinois*. The *Rideau* lee recently destroyed by fire at Toronto was also destined for this line. These, with Messrs. Sanderson & Murray's four new Barges to be propelled by the "Archimedean" invention, will greatly facilitate the transport of passengers and goods on the Canal.

Messrs. Forbes Metcalfe & Co., are will be seen by their advertisement in another column, have formed a Canal Connection Line on the St. Lawrence, between Kingston and Montreal