the current coin. She was the spring which moved the great machinery of the state. Her family took rank immediately after the princes of the blood. They were admitted at all hours into the presence; nor were they excluded from the most secret parts of the seraglio. Indeed she exercised a complete control over the mind of the emperor. He dared attempt nothing without her concurrence. She disposed of the highest offices at pleasure, and the greatest honors were conferred at her nod. The magnificence of the favorite sultana was beyond all bounds. Expensive pageants, sumptuous entertainments were the whole business of the court. The voice of music never ceased by day in the streets; the sky was brightened at night by fireworks and illuminations. The magnificent gardens and the rich and stately palaces of Agra, and Delhi were alternately vocal with the festivity, and joy of a most voluptuous court.

Agra, the imperial city, now displayed all the beauty and splendor which eastern wealth, despotism and luxuriance could so readily bestow.—The imperial palace, built of the richest white marble, with its spacious hall of audience ceiled with silver, and hung with the most costly tapestry, and adorned with embroidered sofas, gay ottomans, and furniture of the richest description; with its many suites of marble apartments, decorated with Mosaics of flowers executed in many colored agates and cornelias, overlooking the beautiful waters of the Jumna, was the centre of magnificence and beauty. The tomb of Akbar; the fort, with its lofty walls and turrets; the mausoleum of Aiss, already mentioned; the Mootee Musjid, or the pearl mosque, rivalling in beauty and splendor the Taaja Mahal itself; with gardens, fountains, noblemen's palaces, and the towering domes of a hundred mosques, combined to form the glory of the once renowned seat of Moslem power.

It was at this period that the English ambassadors first appeared at the court of the Great Mogul. On several occasions they witnessed the full pomp of this luxurious court. They represent the splendor and extravagance of the court as almost incredible. Precious stones and jewels appeared in the greatest profusion. The person of the emperor on state occasions was not only covered but laden with pearls, rubies and diamonds; and his elephants, with gilded trappings, had their heads ornamented with valuable jewels. Nothing astonished the foreigners more than the grandeur of the royal encampment when the emperor had taken the field. The imperial tents were surrounded by a wall half a mile in circuit; and the tents of his nobles exhibited the most elegant shapes and brilliant variety of colors. —The whole vale in which they were collected resembled a beautiful city. Mighty monarchs!—Unrivalled beauty and magnificence! Where are they? The haughty race of Timour have passed away like a morning cloud. The peacock-throne is deserted; the proud city has fallen; stately palaces, tombs and mosques are crumbling to the dust. Only a few marble monuments remain to tell how great, how little—how strong, how weak—how vain the moslems were!

Two centuries have passed, and yet Agra still presents some of the noblest specimens of human art; the sad relics of Mohammedan wealth and greatness. On surveying the ruins of Agra, and contemplating the marble palaces and mausoleums which still remain, a modern traveller, the writer of 'Scenes and Characteristics in Hindostan,' says: 'The delights of my childhood rushed to my soul; those magic tales, from which, rather than from the veritable pages of history, I had gathered my knowledge of eastern arts and arms, arose in all their original vividness. I felt indeed that I was in the land of genii, and that the gorgeous palaces, in the flowery labyrinths, the oriental gems and glittering thrones, so long classed with ideal splendors were not the fictitious offspring of romance. * * * Here the reader of eastern romance may realize the dreams of fairy land, and contemplate those wondrous scenes so faithfully delineated in the brilliant pages of the Arabian Nights.'

But to return to the favorite sultana. She had now completed her ascendancy over the mind of the emperor. Her influence at court was supreme. Nothing could stand before her. Her caprices were law; her intrigues for her children for a long period distracted the whole empire, and she never failed to take signal vengeance on all who sought to thwart her wishes. Mohabet Khan, a loyal omrah and faithful adviser of the emperor, at length unhappily crossed the path of this ambitious woman. The machinations of her evil genius were now awakened to remove the troublesome nobleman: for she could ill brook opposition, and in case of failure, treasoning detached in descending, it would inevitably be dashed into atoms.

On Saturday last the car containing eleven passengers was detached as usual from the upper engine house, but it was found that the brakes did not operate, and that the car was hastening with constantly accelerated rapidity toward the brink of the lower inclined plane. The forward brakeman leaped from the car for the purpose of throwing it off the track by means of a beam, but he stumbled and failed in his object. The other brakeman sat at his post like a hero, calling to the passengers to jump and save themselves. On went the car with dreadful rapidity, and one by one the passengers threw themselves out.

The Hon. Amasa Dana, leaped from the car as it passed through the lower engine house, and there also the brakeman [illegible] was unable to escape before the car, which was already outstripping the wind, made the plunge down the lower plane. The whole length of this was traversed almost in an instant. About 100 feet from the bottom the car left the track, dashing to pieces the iron wheels on which the engine rope plays, and splintering the beams which bound the tracks together, until it reached the foot of the plane, where it was dashed into a thousand fragments. One of the car wheels was shivered to pieces, the heavy iron axletree broken, and scarcely any one piece of the body left entire.

We saw the wreck, and if a bomb shell had burst in the car it could not have more completely demolished it. In the midst of the fragments the man who descended with the car was found, his arm broken above and below the elbow, and his head severely fractured. Medical assistance was at once rendered, and there is some hope of his recovery. His name is Babcock, and he is a relative of Mr. Eber Babcock, of this village. During the delirium occasioned by the blow, the wounded man kept constantly repeating words as if endeavoring to stop a team of horses.

Judge Dana was but slightly hurt, although several of the passengers who sprung from the car were severely but not dangerously injured.

Mr. B., whose escape with life is little short of a miracle, was at the time our paper went to press, gradually improving, and confident hopes are entertained of his recovery.—[Ithaca (N. Y.) Journal.

THE GREAT RACE.

The great match between the horse Boston and mare Fashion, for $20,000 a side, came off on Tuesday on the Long Island course. Both horses were in tip top condition, and confident expectation of the victory to Boston. Odds to a large amount were bet on Boston. The mare took the lead on starting, but Boston soon reversed this, and opened a distance of two lengths, which he kept for the first mile. In the second mile Fashion nearly lapped Boston when passing the first half mile post, and came in at the end her head within a foot of Boston's tail. On the third mile they kept this position, both horses running beautifully. On the fourth mile Fashion gathered on Boston in the second quarter, and continued the gain, till when the mare dashed to the scratch, she came in two full lengths ahead.—The time of the four miles was seven *minutes thirty two and a half seconds*—or by an average of the watches, 7 min. 34 sec. This is four and a half seconds better than the time in the celebrated Eclipse and Henry heat, and the fastest four miles ever done in the world.

The second heat was done in 7 minutes 15 seconds, Fashion keeping the lead in the two first miles. In the third mile Boston made a dash and came in two lengths ahead, but Fashion was put to her work in the fourth mile, coming in about fifteen yards ahead. The owners of Boston have, however, the consolation of knowing that no other horse than Fashion can come near him, and that though Boston was beaten by fashion, he exceeded himself in the struggle.

There were at least fifty thousand people on the course, and an immense excitement and interest in the race. Both horses were in very good order, but Boston, the winner of many fields begins to look old. His backers endured their loss with great composure, like true sportsmen. This race, it will be remembered, was produced by a challenge given by Colonel W. R. Johnson, the "Napoleon of the Turf," and James Long, the owners of Boston, last fall, after Fashion had distanced him on the Camden Course. The challenge was accepted by the friends of Fashion, who is owned by William Gibbons, of Madison, Morris County, N. J., before she was hired out the 20th of November, and became fairly adjudged in the hands of J. Prescott Hall, Esq., President of the New York Jockey Club. The whole money, [illegible] was paid on Monday Afternoon, and all the parties satisfied. The sum on the part of Fashion was [illegible]

[illegible]

[illegible] Fashion, and the Bedford lead mines—and also, of opening for the purpose of settlement, the rear Townships of the Midland District, hereby request His Worship the Mayor to call a Meeting of the Inhabitants of Kingston at the Court House, on an early day, to devise the best means of accomplishing the above important objects.

Kingston, 13th May, 1842.

To John Counter, Esq.,
Mayor of Kingston.

John S. Cartwright,
John H. Greer,
A. Manahan,
H. Smith, Jr.
Douglas Prentiss,
Charles Stuart,
Allan N. McLean,
James Macfarlane,
[illegible]
E. J. Barker, M. D.

NOTICE.

In compliance with the above Requisition, I hereby call a Meeting of the Inhabitants of Kingston, at the Town Hall, on Monday next, at 12 o'clock, Noon.

J. COUNTER, *Mayor.*

Kingston, May 14, 1842.

Agreeably to the above Notice, a Meeting was held yesterday, in the Town Hall for the purpose of considering the importance of a proposed Road from Kingston to Bytown—*via* Sydenham, Bedford, Perth and Richmond, and certain suggestions of Mr. Kingston relative to this subject. The Mayor in a very pithy and energetic speech shewed the importance of the route, the immense advantage of increasing the population in rear, our capabilities to supply the Market of Kingston without reference to the United States; made some appropriate remarks relative to Western Roads; and closed by proposing John Marks, Esquire, Warden of the District, as Chairman of the Meeting, which was carried nem con.

Benjamin Tett, Esquire, was appointed Secretary.

Mr. Marks in a brief speech explained the nature of the improvement—the means taken to obtain correct information, and the very active steps taken to further it by the Council,—closed with the intelligible declaration that he would give Ten Dollars towards opening the Road, and requested Mr Kingston to come forward and explain his views, which he did in a most satisfactory and lucid manner.

The Hon. S. B. Harrison, M. P. P. then moved the following resolution,

Resolved,—"That the opening of a communication from Kingston to Bytown, by the most direct and eligible route, and the establishment of the Mail by this Route is an object worthy the attention of the Legislature, as greatly conducive to the settlement of the at present unlocated Townships of Bedford, Oso, Palmerston, Hinchinbrooke, Sherbrooke, Oldcastle, &c. and of paramount importance to this *City* and *Bytown*." In commenting upon it he spoke at length of the position of Kingston, his determination to support the proposition, and the feeling of the Government on the subject of *free* grants, and pledged them that if the lands warranted a prospect of settlement, that not to new Emigrants only but to the sons of the Yeomen of the Country should free grants of 50 Acres be given on this route as upon the Owen Sound road, and complimented Mr. Kingston on the valuable assistance he had rendered in this matter.

This motion was sustained by Anthony Manahan, Esquire, in a good speech—he showed the value of Kingston as a commercial mart, the value of the lands in rear, hinted at some of the causes which left Kingston so long in the back ground, and repudiated with zeal and truth the false assertions constantly made, prejudicial to the interest of Kingston.

Malcolm Cameron, Esq., M. P. P. for Lanark, then proposed the following resolution,

Resolved—"That a Petition be presented to Parliament setting forth the claims of the route, and that forthwith an address be submitted to the Governor in Council, praying that this road and its adjacent lands be put on the same footing as the [illegible] Road and Lands." He set from the Bathurst Courier the account of the Express which had passed through this route to Bytown, shewed the importance to his constituents of this route, explained the position of the Government relative to the great improvements on the frontier, denied that he ever wrote to the Government on or spoke to any member of the subject, for a grant to the West, while he had last year suggested this road from ideas given him by Mr. Alex. McNab of this Town—he said he had waited upon His Excellency on the subject and was glad to learn he was entirely of opinion that roads should precede settlement, and that the Government should open up a leading Highway in each District. Mr. C. was satisfied that if this road was opened up and a road from Perth to the Ottawa, that all the Banking and Commercial Business of Perth would be brought here, while the wealthy settlers of Lanark would abundantly supply this market. He explained the distances, the immense saving and ease with which the matter could be accomplished—from Kingston to Sydenham 16 miles a good waggon road and 5 miles beyond, making 21 miles, from Perth this way, one of the best of the roads in Lanark along the Scotch Line 10 miles, leaving only 21 miles to open.

This resolution was seconded by Angus Cameron, Esquire.

His Worship the Mayor then moved the following resolution in a very able and excellent speech,

Resolved—"That it is expedient that an immediate subscription be entered into, to make good the present laudable and praiseworthy expenditure by Mr. Kingston, and to improve and construct a few bridges—and that T. Corbett and S. Muckleston, Esquires, be collectors of said subscriptions."

The Mayor vouched for the liberality of Kingston to make good the amount required, and the resolution was seconded by Mr. Muckleston.

Moved by T. A. Corbett, Esq. and seconded by J. P. Bower, Esq.,

Resolved—"That the thanks of the people of Kingston, Bytown, and the intermediate Townships are due to Mr. Kingston for his active and timely exertions in this great public improvement."

Thomas Kirkpatrick, Esq. seconded by Mr. Ashley, presented a plan of the road, spoke of its importance and proposed the following resolution,

Resolved—"That an address be presented to the Deputy Postmaster General, requesting him to establish a mail on this route from Kingston to Perth."

The Mayor, seconded by Thomas Greer, Esq., then proposed the following,

Resolved—"That the Hon. S. B. Harrison, M. P. P., Malcolm Cameron, Esq. M. P. P., Thomas Kirkpatrick, Samuel Muckleston, and A. Manahan, Esquires, be a Committee to prepare and promote the several memorials and objects embraced in the foregoing resolutions, and that the Mayor and the Warden be added thereto."

It was then moved and seconded that Mr. Marks leave the Chair and that Mr. Manahan be called thereto, when a vote of thanks was unanimously passed to the Chairman for his conduct in the Chair and his praiseworthy exertions in the cause generally.

BENJAMIN TETT,
Secretary.

Kingston, 16th May, 1842.

His Excellency the Governor General and Suite took their departure this morning, for Montreal &c., via the Rideau Canal.

MIDLAND DISTRICT COUNCIL.

The Council closed their second Session on Monday evening last, after an arduous sitting of six days labour. Indeed the earnest attention bestowed by the Warden and Councillors to the vast mass of business before them, will at no distant day, feel the happy effects of their untiring efforts to improve its condition.

In our last number we gave the sayings and doings of the first day, and on Saturday we shall present our readers with the proceedings of the remainder of the Session—in full.

First Arrival this Season, of Goods from Sea, at the Port of Kingston.—Messrs. Sanderson & Murray's propeller barge "*Erieson*," arrived here yesterday-morning, having on board a large quantity of goods from the "Caledonia" from Glasgow—being the first arrival here, from sea this season.

The "Erieson" leaves here this day, via the St. Lawrence, with the Government Despatches and luggage.

WELLAND CANAL.

Highly Gratifying News—New Stone Locks.—We are informed on the authority of a letter, just received from Mr. Kirkaly, by the Engineer in charge of the new works on the Welland canal, that, in consequence of advices received from England, by the steamer Caledonia, at the Government House, Kingston, of a full guaranty of abundant means from the home Government, preparations are to be made, for the immediate commencement of the enlarged stone locks, on this work—six of which, near the mountain ridge, a guard lock at the junction, and a ship lock, of 185 by 45 feet within the chambers, at Port Maitland, (Broad Creek,) will shortly be placed under contract, to be finished with all reasonable despatch.—[St Catharines Journal.

We are requested to state that the Belleville Races will take place on the 15th 16th and 17th June; and have every reason to believe that the sport will be good.

We beg to draw public attention, and particularly of persons intending to build, to the advertisement of Mr. Dwyer, Architect.

IMPORTANT.

The Boundary Question and the Special Mission.—The Montreal [illegible] of yesterday contains a letter from Mr. Webster to the Governors of Massachusetts and Maine, in relation to the Boundary Question. He says that Lord Ashburton has full powers to treat upon the subject, and has officially announced he has authority to treat for a conventional line, or line by mutual considerations and conditions, and with such equivalents, as may be thought just and equitable; and that he is ready to enter upon a negotiation for such conventional line as soon as this Government shall say that it is authorized and ready, on its part, to commence such negotiation.

The President thereupon is anxious to consult the two States named, and Mr. Webster says:

The Government has agreed to make it matter of reference and arbitration; and it must fulfil that agreement, unless another mode for settling the controversy should be resorted to with the hope of producing a speedier decision. The President proposes, then, that the governments of Maine and Massachusetts should severally appoint a commission, empowered to confer with the authorities of this Government upon a conventional line, or line by agreement, with its terms, conditions, considerations, and equivalents, with an understanding that no such line will be agreed upon, without the assent of such commissioners. This mode of proceeding, or some other which shall express assent beforehand, seems indispensible, since negotiation for a conventional line is to be had. Should happily a treaty should be the result of the negotiation, it can only be submitted to the Senate of the United States for ratification.

To this letter, the Massachusetts states that the Governor of Massachusetts answered that the Executive of that Commonwealth was already, by resolutions of the Legislature, authorized to do whatever might be necessary in the premises; and the Governor of Maine issued a Proclamation convening the Legislature of that State on the 15th instant.—[Philadelphia Inquirer.

An inquest was held on Saturday, at the Gaol, on the body of Elizabeth Hall, an old infirm woman who, with two associates, had been committed for stealing a few days before. She was in a wretched state when committed. [illegible] —[Herald.

Chronicle & Gazette.

WEDNESDAY, MAY 18, 1842.

THE MIDLAND DISTRICT ASSIZES

The Court of Oyer and Terminer, Assize, and Nisi Prius and general Gaol Delivery in and for this District, was opened here on Monday last by His Honor Mr. Justice Macaulay, the Hon. John Kirby, Isaac Fraser, and James Sampson, Esquires, associate Judges. The Criminal Calendar, we regret to say, is unusually heavy, embracing several cases of felony of magnitude. His Honor addressed the Grand Jury in a concise and forcible speech, explaining the law in a clear and able manner as applicable to the different cases on the Calendar before him,

The Grand Inquest is composed as follows:

James Macfarlane, Esq., Foreman.
John Mowat, Esq.
George Baker, Esq.
Samuel Muckleston, Esq.
Douglas Prentiss, Esq.
Thos. A. Corbett, Esq.
Chas. Willard, Esq.
Joseph Thickell, Esq.
Samuel Clark, Esq.
John Church, Esq.
David Roblin, Esq.
George H. Detlor, Esq.
Archibald Caton, Esq.
Peter V. Derland, Esq.
Orton Hancox, Esq.
Benjamin Seymor, Esq.
W. J. McKay, Esq.
Samuel Casey, Esq.
Edward Howard, Esq.
John Spring, Esq.
Hugh McGregor, Esq.

twenty or thirty gentlemen, among whom are [illegible] present proprietors of the course.—[Brother Jonathan, 14th May.

[Com. Adv. and Jour. Office,]
Buffalo, May 7, 1842.

The first rush of canal craft from Albany, has reached port and re-loaded again for the east, and nearly swept the warehouses and vessels of all articles of produce, except pork and ashes. Of these two commodities there is yet a large amount still awaiting shipment, with some small lots of flour and grain, which is kept back for boats belonging to the line having control of them.

A cargo of Ohio oats was sold yesterday at 22 cts per bushel, and sales of flour are making at $5, and in some instances at a fraction less. We know of no wheat unsold in the market. The last sold was a fine lot of 1200 bush. Mn. via St. Joseph, which brought $1 11, being the highest mark reached this season, and some 4 cts. a bushel above previous quotations. The lot, however, is represented as being unusually fine.

Sales of salt are making at $1 25 per bbl, at which vessels are loading. It is, however, dull at that quotation.

Amount of tolls from the opening of navigation up to last evening, (18 days,) $16,579 51—for the same number of days last year, $17,611 30. Number of clearances up to 1 o'clock to-day, 593.

The breaks to the east of this place having been repaired, an almost continuous fleet of boats have been arriving from that direction during the last twenty-four hours.

A sale of 600 barrels of flour transpired at $5 13.—[Rochester Democrat.

NEW ROAD FROM KINGSTON TO PERTH.

PUBLIC MEETING.

REQUISITION.

The Undersigned Inhabitants of the Town of Kingston taking into consideration the great importance to the Government of the opening of a communication between the Bytown and Kingston by the most direct and eligible route, and the establishment of the Mail by this Route is an object worthy the attention of the Legislature, as greatly conducive to the settlement of the at present unlocated Townships of Bedford, Oso, Palmerston, Hinchinbrooke, Sherbrooke, Oldcastle, &c. and of paramount importance to this *City* and *Bytown*." In commenting upon it he spoke at length of the position of Kingston, his determination to support the proposition, and the feeling of the Government on the subject of *free* grants, and pledged them that if the lands warranted a prospect of settlement, that not to new Emigrants only but to the sons of the Yeomen of the Country should free grants of 50 Acres be given on this route as upon the Owen Sound road, and complimented Mr. Kingston on the valuable assistance he had rendered in this matter.

This motion was sustained by Anthony Manahan, Esquire, in a good speech—he showed the value of Kingston as a commercial mart, the value of the lands in rear, hinted at some of the causes which left Kingston so long in the back ground, and repudiated with zeal and truth the false assertions constantly made, prejudicial to the interest of Kingston.

Malcolm Cameron, Esq., M. P. P. for Lanark, then proposed the following resolution,

Resolved—"That a Petition be presented to Parliament setting forth the claims of the route, and that forthwith an address be submitted to the Governor in Council, praying that this road and its adjacent lands be put on the same footing as the [illegible] Road and Lands." He set from the

FROM CANTON.

The ship Mary Ellen, Capt. Snellin, arrived this morning from Canton, whence she sailed on the 18th of January, one day later than the intelligence by the overland mail to England.

The Captain of the Mary Ann states that when he left Whampoa, the British ships lying there were still trading with the Chinese, and had boats on the river to capture all the Chinese boats that came down from Canton, making prisoners of those on board.

The Canton Press states that seizures of junks and trading vessels continue to be made by the British cruisers. Of this it complains bitterly as being not only unjust but unwise.

It is reported that the Chinese at Canton have three European engineer officers in their pay. Some of the works recently constructed have been pulled down and rebuilt, probably on more scientific principles. Great activity is manifested in Canton and its vicinity in fortifying the river and town. They were also purchasing guns in great numbers.

Great efforts were making to enlist soldiers and the pay had been raised from two to six dollars per month.

Several mandarians have arrived at Macao, with a view, says the Press, of harrassing Chinese dealers.

Some conflicts between the smugglers and mandarin boats were reported, in which the latter were worsted.

CANTON, January 7, 1842.

We received a letter last night from Hong-kong, and another from Macao, stating that the English were preparing to come to Whampoa, and would destroy all the forts perhaps as high up as the Honquas fort, but they will not come above that. This is known only to a few at present.

We want an American boat, and half a dozen seamen, with 8 or 10 muskets, a few cutlasses and ammunition, to defend our premisses in case of need, although we do not think there is much chance of an attack, as Canton will not be attacked by the English.

For fear that the trade may be stopped, I have loaded three chops to-day.

I think you can hardly send the boat too soon, as the Chinese will close the passage instantly on the first alarm.

From the New Orleans Bee of April 30.

MEXICO.

American Prisoners.—Mr. Kendall.—The West India Royal Mail Steam Ship Teviot, touched at the Balize on Wednesday evening, from Vera Cruz.—Letters received by her bring the gratifying intelligence of the release of eight of the American prisoners of the Santa Fe expedition, Mr. Kendall being one of them. The particulars of their release we have not ascertained. General Thompson had reached Mexico some days before, and it was thought that his active and decided course had effected their liberation.

For the Chronicle & Gazette.

MR. EDITOR, SIR,

It gives me much pleasure to take a walk during my spare hours, in the vicinity of our good Town, to mark the progress of improvements; much requires to be done, no doubt, but "Rome was not built in a day."

During my peregrinations to-day, I visited Portsmouth, and really the appearance of things in that quarter surprised me much, considering that it is only a few years since I have seen it in a state of nature, the bush growing down to the water's edge, I counted no less than seventeen Schooners lying as snug as if they were moored in a mill pond, owing to the fine breakwater and pier stretching out at the entrance of the harbour; two of the Schooners were unloading staves for McPherson & Crane, but most of them for Ballast and Lime Stone for the Toronto Lime kilns—on inquiry I found that the Marine Railway Company employs about sixty men, and the quarries and limekilns, a large number, the Steam Saw Mill belonging to the Messrs. Fisher, is doing a large and greatly increasing business. It is really astonishing to see how rapidly the place has progressed within these few years, and how great the increase has been in the value of property, and I have no doubt it will continue increasing in proportion to its commercial prosperity, and the advantage of its vicinity to the Seat of Government. I was informed that the place is well supplied with provisions from the Isle of Tanti, and no obstacle prevents the progress of the place but the lack of house room, rents being as high as in Kingston, and not half the house required, are to be had, but it is to be [illegible] course of erection. A petition has been laid before the District Council to have the Front road carried straight across the Bay, instead of the awkward road which now winds round it. One of the proprietors informed me that it could be quarried down hill and carried across the Bay at a comparative trifling outlay, and it would, when completed, be of immense importance to the Harbour, and with the plank walk, now completed, would form an excellent promenade, for the Beauty and Fashion of Kingston. The road commands a view of the lake all the way from town, and many neat Villas are rising in every direction in the neighbourhood.

I may take the liberty of addressing a few observations on other places in the vicinity at some future period, meantime,

I am, Sir,
Yours very respectfully,
Z.

Kingston, May 14th, 1842.

For the Chronicle & Gazette.

MR. EDITOR,

So much has been said about Common Schools—Education—and a general plan of Education—that it may appear to have become a worn out subject;—however, it is acknowledged on all hands that nothing like satisfactory arrangements have yet been made for the carrying into useful operation a theory so desirable as a permanent and steady mode for enlightening the minds of the rising generation, by a proper education. The present plan, if it can be called a plan, appears to have puzzled the wisest and best informed, and from the state in which the country now is it is very doubtful if it can be safely acted upon. In some instances, and those not a few, the people have refused to encourage it, and in others the Commissioners have very reluctantly attempted to put it into operation. On the whole, it requires a revision, and the sooner it is taken into consideration the better, as delays may involve those concerned in attempts to establish it, in perplexities that cannot be easily remedied. With respect to the details of the measure, it is at present unnecessary to say much, but as regards the general plan a few words may not be without some effect. As to the Commissioners, there was very little occasion for them, as it is more than reasonable to expect that men will act zealously in that capacity without remuneration. They must in most cases be men whose presence and attention will be required on their farms, and though the honor might be a stimulus to some, it will soon lose its effect and the glory fade away. The trouble of collecting, &c. is not trifling, and the time it must engross is a serious loss to the farmer or man of business. The next thing is the uncertain position of the Teacher. He has one shilling and three pence a month for each scholar;—of more than that he knows little, so that there is no inducement whatever to men of talent and education to engage in a business so precarious. I shall not proceed further with pointing out the defects of the plan, but take the liberty of suggesting what appears to me to be an improvement. As to the one shilling and three pence a month, it may be left as it is, and since there is not a man in Canada who cannot afford that sum, there can be no necessity for any allowance on account of poverty. As to the remainder of a teacher's salary, it should come immediately from a Board, as formerly,—and the manner in which it may be provided is simply this—that it be assessed for and collected with the revenue of the country or territorial revenue—a much more satisfactory and less perplexing mode than that now attempting to be carried into effect. I will not say what the amount of salary [illegible] ought to be such as would be considered worth the time and attention of a properly qualified individual, and should be paid quarterly. I say this, as persons in that calling are rarely men of fortune, and in most cases strangers. Yet it must be confessed that it is desirable to have a teacher constantly in one particular place, as both changes and transient schools retard the progress of the pupil. Now, as to commissioners, they are not at all required, as they are at present instituted. I should say that there shall be appointed Superintendants, whose business it shall be to inspect the Schools periodically, or frequently, as it may seem best,—these Superintendants to examine the children and report upon the condition of the school and progress of the children—he also to have it in his power to award prizes for merit, in books, to be purchased by the Board. A District would be sufficient for the supervision of one of these Superintendants, and he should be a person every way qualified, as a great deal of the efficient working of the system will depend upon him; and as the people will have the privilege of making to him any charges they may have to make against the Teacher, to be laid by the Superintendant before the board, it will supersede the necessity of having Commissioners in the immediate vicinity of the school. As to School Houses, the building of these should be left entirely to the people themselves. Fifty pounds is too great a sum for the build ng of a school house. The surplus might be laid out to greater advantage in some other way. And the localities should depend upon applications made to the superintendant by the people of a neighbourhood that requires a school. The application must be made to the superintendant, for if it were to the board, it might occasion a great deal of unnecessary delay. As the localities should be circumscribed, the superintendant cannot err.

I have written these brief remarks with the view that they may elicit enquiry and investigation—which effect I trust they may have, and that we may soon have a plan of Education upon a permanent and beneficial basis.

BACKWOODSMAN.

May, 1842.

To the Editor of the Recorder.

Mr. Editor.—My attention has been called to an article that appeared in the *Statesman* published at Kingston on the 4th inst., in which the Editor in giving what he calls "Memoirs of the Rebellions in Canada, in 1837 and 38," has thought proper to introduce my name. If I understand the article correctly the writer asserts that I with Mr. Samuel C. Frey, (who he says "has since absconded to the United States and a reward offered for him,") were Joint Secretaries of a Political Society established in this place, and wishes to insinuate that that and other Societies formed in this District to which he adverts were Branches of the "*Alliance Society*," and that they were in some manner connected with the outbreak of 1837 and 38.

As I have neither time nor inclination to enter into a newspaper controversy, I merely state that I never was Joint Secretary of any Society with Mr. Samuel C. Frey, at this or any other place, and as far as my memory extends there never was a branch of the Alliance Society formed in this District.

With regard to *the* Political Society in this town, being in any way connected with the difficulties in 1837-8, the circumstance of that Society never having met after June or July, 1836, I should think would be quite conclusive; and I believe most if not all of the other Societies to which the writer of the article in question adverts, discontinued meeting

Had the Statesman been published at this place, as formerly, where the character of that print and its Editor are *well known*, I should not have taken the trouble to notice anything that might appear therein. Least, however, some persons who are ignorant of those matters may be deceived as to the facts connected with the transactions alluded to, I have been induced to contradict some of his assertions, and hope the Editors of the *Chronicle & Gazette* and *Herald* will insert *this* in their respective papers.

I remain, yours &c.
WM. B. RICHARDS.

Brockville, May 10th, 1842.

From the act regulating the Currency of this Province, assented to by Her Majesty, and proclaimed in Upper Canada, on the 20th ultimo, we have made the following table of the current value of coins under this Act, and which will be found useful for reference:—

	Currency.
The Pound Sterling as represented by the British Sovereign.	£1 4 4
Eagle of the United States, coined before 1st July 1834.	2 13 4
Do. do. coined after the above day and year.	2 10 0

NOTE.—By the 5th Section of the Act, the Gold Coins of Great Britain and Ireland, or of the United States, coined before the first of July, 1834, being multiples or divisions of the above mentioned coins, and of proportionate weight, shall for proportionate sums pass current, and be a legal tender to any amount, if not wanting more than two grains of the weight assigned to them; provided that in paying any sum above £50, the payer or receiver may insist on the said British or United States Gold by weight, at the rate of 94s. 10d. currency per ounce, troy.

The Gold Coin of France of forty francs, and its multiples, may be weighed in bulk, and be a legal tender at the rate of 90s. 1d. currency, per ounce troy, when offered in sums not less than £50 currency.			
The old Doubloon of Spain, and the Mexican and Chillian Doubloon, weighed as aforesaid, shall be a legal tender at the rate of 89s. 7d. currency, per ounce troy, when offered in sums not less than £50 currency.			
The Gold Coins of La Plata and Columbia, weighed as aforesaid, shall be a legal tender at the rate of 80s. 5d. currency, per ounce troy, when offered in sums not less than £50 currency.			
The Gold Coins of Portugal and Brazil, weighed as aforesaid shall be a legal tender at the rate of 94s. 6d. currency per ounce troy, when offered in sums not less than £50 currency.			
The Dollar of Spain, United States, Peru, Chili, Central America and States of South America, and Mexico, respectively.		0 5 1	
The Half Dollar of do.		0 2 6½	
The Quarter Dollar of do.		0 1 3	
The Eighth of do. do.		0 0 7½	
The Sixteenth of do. do.		0 0 3¾	
The French Five Franc Silver piece		0 4 8	
The British Crown		0 6 1	
The British Half Crown	£0 3 0½		
The British Shilling	0 1 2 2-5		
The British Sixpence	0 0 7 3-10		

Launches.—Yesterday morning, between 5 and 6 o'clock, Mr. J. J. Nesbit launched, from the ship yard, St. Roch, a beautiful and substantial built ship, of 584 tons new measurement, for G. H. Parke Esquire, of this city. She was called *Letitia Hyde*, and glided into her native element in first rate style. She is to be commanded by Captain Arnold, and will shortly be ready for sea.

On Monday evening, Mr. George Black launched from his ship yard, a fine new ship of 410 tons, called the *Amoy*.

This morning, Mr Thos. Oliver, launched a beautiful ship of 780 tons, new measurement, called the *Randolphus*. She was immediately towed round to Reynar's Wharf, by the steamer Point Levy.—[Quebec Gaz.

In the packet ship *Cambridge*, sailed from New York for Liverpool,—Captain George Hall, R. Army, lady and servant, Revd. John Fairbairn, lady and two children, Rev. C. Wiggins, and Samuel Gamble, of Canada, and James Morris, Esqr. and Lady, of Brockville, U. C.

SECRETARY'S OFFICE,
Kingston, 11th May, 1842.

His Excellency the Governor General has been pleased to make the following Appointments, viz:—

The Honorable Robert Symmes Jameson, Vice Chancellor, to be Superintendent of Education, under the Provincial Act, 4 & 5 Vict. chap. 18.

The Reverend Robert Murray, and Jean Baptiste Meilleur, Esquire, to be Assistant Superintendents of Education, for Western and Eastern Canada, respectively.

SECRETARY'S OFFICE, (East.)
Kingston, 11th May, 1842.

His Excellency the Governor General has been pleased to make the following appointments, viz:—

The Honourable Andrew William Cochran, Q. C., Reverend C. F. Baillargeon, Reverend Edward Willoughby Sewell, Reverend P. McMahon, Reverend John Cook, D. D., Etienne Parent, Esquire, M. P. P., Reverend William Harvard, William Power, Esquire, Dustin Judge, John Charlton Fisher, Esquire, L. L. D., Edward Glackemeyer, Esquire, Robert Hunter Gairdner, Esquire, Joseph Power Bradley, Esquire, John McLean, Esquire, and Jacques Cremazie, Esquire, to be a Board of Examiners for the City of Quebec, under the Act, 4 & 5 Vict. chap. 18 for the establishment and maintenance of Common Schools.

The Honourable George Moffatt, M. P. P., Reverend Joseph Quelder, Reverend Mark Willoughby, Reverend Hyacinthe Hudon, Reverend Henry Esson, A. M., Honorable Austin Cuvillier, Speaker of the House of Assembly, Reverend Robert Lusher, Honorable Denis Benjamin Viger, M. P. P., Reverend Henry Wilkes, A. M., Augustus Frederick Quesnel, Esquire, Q. C., M. P. P., Reverend Caleb Strong, A. M., L. T. Drummond, Esquire, and Edward Macgauran, Esquire, to be a Board of Examiners for the City of Montreal, also under the same Act.

SECRETARY'S OFFICE, (West.)
11th May, 1842.

His Excellency the Governor General has been pleased to appoint Christopher Widmer, Esquire, to be a Member of King's College Council, in the place of the Honorable Robert Baldwin Sullivan, resigned.

SECRETARY'S OFFICE, (West.)
11th May, 1842.

His Excellency the Governor General has been pleased to appoint Oliver T. Mackleon, Collector of Customs for the Port of Chippewa, in the room of James Secord, deceased.

SECRETARY'S OFFICE, (West.)
13th May, 1842.

His Excellency the Governor General has been pleased to appoint Samuel P. Jarvis, Chief Superintendent of Indian affairs, and John W. Gwynne, Esquire, to be Directors of the Grand River Navigation Company, in conformity with the Provisions of the Provincial Statute, 4 & 5 Vic. chap. 73.

☞ The Monthly Meeting of the Kingston Total Abstinence Society will be held this evening in the Rear Street Chapel, at half past seven o'clock.

The Rev. Mr. Wilkinson has kindly consented to deliver a lecture on the subject of Temperance.

The public are respectfully invited to attend.

JOS. S. TOWNE, *Sec.*

POST OFFICE NOTICE.

A MAIL for England via Halifax, will be made up at this Office on Wednesday, the 25th instant, 7 o'clock, P. M.

ROBT. DEACON, P. M.

Post Office, Kingston, }
18th May, 1842. }

PORT OF QUEBEC—ARRIVED.

May 10.—Ship Bellona, Mitchell, 3rd April, Glasgow, Shaw & Torrance, general cargo, Montreal.

Brig Martin, Mullet, 5th May, Tadousac, Hudson Bay Company, oil.

11th.—Bark John Bull, Black, 6th April, New Ross, Pemberton, 25 packages leather and ballast, Gethen and 108 steerage passengers.

Bark Lady Grey, [illegible] Price & Co, general cargo, Montreal.

Ship Vesty, Babcock, 9th April, Poole, to order, ballast.

12th.—Ship Canada, Benson, 3rd April, Liverpool, G. B. Symes, for Montreal, general cargo.

Bark Centurion, Heppenstall, 2d April, London, Atkinson & Co, ballast.

—— City of Waterford, McGrath, 7th April, Waterford, Frost & Co, ballast.

—— Orion, Almond, 8th do. London, Atkinson & Co, ballast.

13th.—Bark Alchemist, Hill, 4th April, Falmouth, to order, ballast.

—— Glenburnie, Day, 7th do. Bideford, S. McKay, ballast.

—— Sovereign, Rodgers, 16th do. New York, J. Gibb, general cargo.

—— Crusader, Wheatly, 23d March, London, J. Gillespie & Co, general cargo, 4 passengers.

—— Tottenham, Brown, 9th April, Mons, Gilmour & Co, ballast, 121 passengers.

Brig Symmetry, Brown, 27th March, Sunderland, Maitland & Co, coals.

Bark Monarch, Allen, 11th April, Glasgow, Smith & Co, general cargo and steerage passengers.

Brig William, Terrin, 22 days, Halifax, Gilmour & Co, sugar, (with loss of foremast.)

Four o'clock, P. M.—The Telegraph announces one square rigged vessel.—Wind West.

Affecting trait of a Mother's affection.—A mourning cradle opens to the view of the reader another very curious and interesting custom. If the infant dies during the time allotted to it to be carried in this cradle, it is buried, and the disconsolate mother fills the cradle with black quills and feathers, in the part which the child's