pantaloons thrust, and bounding on one side, horse and rider, carried away by their own impetuosity, passed by without doing me any injury.—When he saw that he had missed his aim, the Czarewitch pulled up short with admirable celerity.

"Very good! very good!" said he—"try again." And without giving me time for objection or remark, he took space for his career, and after again asking me if I was ready, returned to the charge with still more fury than the first time; but, as before, I kept my eyes fixed on his, and not one of his movements escaped me. At the decisive moment I parried *en quarte*, and by a spring to the right, made his second attack as harmless as the preceding one.

At this second failure, the Czarewitch uttered a howl of disappointment. He had entered into the spirit of our fifteen-minute bout so ardently as it had been a real combat; and had moreover made up his mind that it should terminate in his favour; but when I saw him retiring his ground for a third assault, I determined that it should be the last. Again he approached me with a shout and speed; this time, however, instead of coming himself with a mere parry, I dealt a violent back-handed blow on the pole of the lance, which was severed by the stroke, and the Czarewitch found himself disarmed. Then quick as thought, I wound the bridled the horse, and by a violent jerk threw him on his haunches, at the same time placing the point of my sabre on the breast of the rider. General Rodios uttered a cry of alarm; he thought I was going to kill the Grand Duke—Constantine, doubtless, had the same impression, for the colonel had his cheeks for an instant. Stepping a pace back ward, and bowing to the Czarewitch I said, "Your highness has now seen what I am able to teach to Russian soldiers, and is able to judge whether I am worthy to become their professor."

"Yes, by my soul, you are! Never saw a braver fellow; and a regiment you shall have, if I can get it you. Lead Fedi to the stable, Lubinski," added he, throwing himself off his horse. "Now, follow me, Sir Frenchman."—Then leading the way to his apartments, he took up a pen, and wrote at the foot of my petition:—

I humbly recommend the petitioner to your Imperial Majesty, believing him in every way worthy of the favor he solicits."

"Take this paper," said he, "and give it into the Emperor's hands. Put you in person, perhaps, but, *ma foi!* he who takes nothing can gain nothing. Farewell! and if ever you visit Warsaw, come and see me."

I bowed and took my leave, delighted with my success, and no little elated at having passed so well through the ordeal imposed upon me by this eccentric and formidable personage.

At ten o'clock the following morning I started for the Emperor's present abode, the palace of Tsarsko Selo, determined to wait in the garden until I met him, and to risk the penalty of imprisonment, incurred by all who venture to present a petition to an Imperial majesty. My stock of patience, however, was very nearly exhausted, when I had waited and wandered more than four hours in the palace-gardens, which contains in their vast inclosure, slopes, levels, lakes, forests; grottoes, pyramids, and statues. All these I visited, without perceiving any one but the sentries and a few lingerers; and I was beginning to despair of meeting him whom I came to seek, when the account I had just received was crossed by an officer in undress uniform who joined me and continued his promenade.

I asked a gardener's boy at work near me who that very polite officer was.

"The Emperor" answered he.

I immediately darted down an alley which I calculated would traverse the path Alexander was following. I had scarcely gone a hundred yards before I found myself so near his majesty that I paused in some alarm. The Emperor waited for an instant; then seeing that respect prevented me from approaching him he advanced two steps and I wasted his coming, standing uncovered on the side of the footpath. The Emperor limped slightly, owing to the recovering of an accident a wound in the leg, received in one of his journeys to the banks of the Don. As he slowly advanced I had time to observe the great change that had taken place in his appearance since I had seen him in Paris. His countenance formerly so open and cheerful, had now a sickly and mournful expression, and he was evidently a prey to the deepest melancholy. Notwithstanding this, his looks were so benevolent that I felt reassured, and as he passed near me, I ventured to address him.

"Sire!"

"Put your petition, if you have one, in your hat, sir," replied he. "It is too cold to remain uncovered."

Seeing that I hesitated to obey him, he seized my hat, clapped it on my head, holding my arm the while to prevent my taking it off again.

When he found that I made no further resistance, he said—

"Well, sir, what have you to say to me?"

"Sire—this supplication," and I drew the petition from my pocket. The Emperor's countenance fell.

"Are you aware, sir," said he. "You who pursue me even here, that I absent myself from St. Petersburg to avoid petitions and petitioners?"

"I know it Sire; but my petition has perhaps, more than most others, a claim on your majesty's most gracious consideration. It is countersigned by your majesty's august brother—by his Imperial highness the Grand Duke Constantine.

"Ah, he!" exclaimed the Emperor, holding out his hand, but immediately withdrawing it.

"So that I ventured to hope," I continued that your majesty would, in this instance, deign to dispensate from the rule established."

"No, sir," replied the Emperor quickly. "No, sir, I will not take it, because if I did, I should be immediately pestered with a thousand such petitions; and I should be compelled to shut myself up in these gardens, where at present I find a solitude and quiet. But, added he, observing my disappointment at this refusal and extending his hand in the direction of the city, "put your petition into the post office. I will receive it to-night, and I assure you you will have my answer."

[illegible] how to express my gratitude," I replied, "by telling me [illegible] presented a petition, and expected [illegible] day to you, sir."

[illegible] in those words, and a gracious but melancholy smile, the Emperor, pursued his walk. I did not fail to follow his advice, and put my letter into the post. The Emperor was true to his promise, and two days afterwards I received his reply.

It was my commission as fencing-master to the imperial engineers, with the rank of captain.

Late English [illegible]

ANOTHER FATAL CASUALTY AT SEA—LOSS OF THE COSMOPOLITAN.—On Sunday last a deadful collision took place, about thirty miles on the other side of Holy-head, between the American ship St. Lawrence, Capt. Brown, and the Cosmopolitan, Capt. Maxwell, of this port. The St. Lawrence was bound hence for New York, with passengers; and the Cosmopolitan which belongs to the house with which the Mayor, T. B. Horsfall, Esq., is connected, was bound for Africa. The effect of the collision was so dreadful that the Cosmopolitan immediately sunk. One man fell overboard and was drowned. The remainder of the crew got on board the St. Lawrence, which vessel is still at that port. The crew of the Cosmopolitan arrived here on Tuesday morning, in the Princess, from Dublin. While the Mayor is doing all he can to relieve the wants of the sufferers by the Ocean Monarch, it is melancholy to find that he is himself a great loser by another fatal casualty, also attended by loss of life.—*Walker & Smith's Times, Sept. 2.*

STATE OF THE COUNTRY.

EVICTIONS OF THE HALF BARONY OF OWNEY, COUNTY OF TIPPERARY.—A faithworthy correspondent furnishes us with the following list of the number of families recently ejected from their holdings in two properties, in the parish of Killoscully and above barony. From the townlands of Curraghnuff and Crossquile, the estate of the Rev. Mr. Poe, but at present under the counts:—

Daniel Corby, five in family, Michael Corboy, senr. five; Michael Corboy, junr. two; John Brien, three; Kennedy Ryan, three; Moses Boland, two; Pat Mara, four; Denis Humphreys, three; Michael Walthe, eight; James Walthe, three; Widow Walthe, six; Pat Forgary, seven; Andy Ryan, six; Larry Gleeson, eight; Widow Dwyer, five; Widow Ryan, six; Widow Moylan, seven; John Ryan, six; Widow Boland, three; Denis Blattery, seven; John Flannery, five.

Amounting in the whole to the appalling number of 106 human beings, cast upon the world without the shelter of a roof. From the townland of Dromane, adjoining the above, and being the estate of Richard Phillips, Esq., the following have been ejected:—Thomas Collins, seven in family; Widow Humphreys, nine; David Humphreys, seven; John Humphreys, six; Pat Collins, three; in all 27 persons.

Not a word all. In the same ill-fated parish Lord Normanton has evicted a great number. Mr. Augustus Walford (son of O'Brien) has shown added his mite of the same kind of land power to thin the "superabundant population."—*Limerick Reporter.*

THREATENING NOTICE.—A notice was posted on Saturday evening on the door of the house of a farmer named Daniel Whelan, of Terryglass, threatening him and the farmers of the neighborhood with serious consequences to life and property if they should attempt to cut their crops by task work. The rockite notice was signed "Capt. Spillblood"—a new name for terror and intimidation.

Nenagh Guardian.

AGRARIAN OUTRAGE.—On the evening of the 24th inst. a horse valued for £20, the property of Mr. Edward Short, of Pallace, was maliciously shot dead while grazing on property near Toomavara, from which some persons had been lately evicted.

WHAT WILL THE POOR DO?—In the course of the last week no fewer than 500 unfortunates wretches have been struck of the *relief lists*. What will become of these creatures? So long as the potatoes last there may be a hope; but we fear an awful death awaits them, and that not far distant. We may also ask, what will become of the poor-law officials—relieving officers, &c? They also dread the approach of a *hard winter*.—"Every one to his own country."

Mayo Constitution.

WINDOW BREAKING AT CORK.—The system of breaking windows by country paupers, which was carried on so extensively last year, is beginning again to be carried into operation.—*Cork Reporter.*

MONK BARRACKS.—In Carrick-on-Suir a military and police barracks are about to be built on the Green.

THE MONKS OF MELLERAY.—Registering Arms.—The Dungarvan correspondent of the *Cork Examiner* writes:—"The sessions for registering arms has passed off, many have had their arms registered, and more rejected; of those rejected, were those holy and good men, who are doing so much unexampled good in their locality or mountain fastness, the poor Monks of Mount Melleray," who wanted to get a gun registered for the purpose, solely of keeping off the crows from their corn fields.

ANOTHER BARBAROUS MURDER.

A most revolting and brutal murder was committed on Saturday last on the body of Margaret Woon, daughter of Mr. Joseph Wood, Jun., farmer, first concession, township of Kromosa—a girl aged ten and a half years. While on her way to the residence of a sick grandfather, she was waylaid and murdered. The *Guelph Herald* says:—

"The neck was cut across *behind*, and that so deeply as to have penetrated the spinal cord, the upper portion of the spine being nearly dislocated. A dark stain, as from a hand-grasp across the throat, would seem to indicate that the ruffian had seized her by the throat with one hand, while with the other he had endeavoured to sever the head from behind; the child's thumbs were both cut, apparently in the impotent attempt to defend her neck from the butchering knife. To add to the horrors of this appalling tragedy, it is the decided opinion of the medical gentlemen present at the *post mortem* examination, that the violation was committed *after death*."

The Coroner's Jury had not returned their verdict at the time of the publication of the *Herald*. A searching inquiry was in course of prosecution, and one person had been arrested charged with the commission of the crime.

We trust to learn, before our next publication, that the villain has been brought to justice.—*Hamilton Gazette, Sept. 28.*

A gentleman from River Wells—twenty-five leagues below Quebec—informs us that, since last Thursday, the second range of mountains on the North side of the St. Lawrence were quite covered with snow—it must be at an elevation of 2,000 feet at least. If such an early fall of snow betokens a mild winter. Our informant also states that, for the last three years, the inhabitants of Kamouraska have been favored with the periodical visits of a small shoal of whales. This season, the services of an experienced harpooner were engaged, and a couple of boats' crews were organized, for the purpose of capturing these finny monsters. About a fortnight ago, they succeeded in capturing one, measuring in length about sixty feet; and the local fleet is now on the *qui vive* to welcome the other members of the Greenland deputation.

Montreal Herald, Sept. 27.

☞ The Antiquarians are puzzled with the skeleton of an alligator or crocodile, some 30 feet long, recently found at Eatontown, in Monmouth County, ten miles from long Branch, in a marl bed 6 feet below the surface; and the more especially as an ancient coin was found with it. The Literary World describes it as about the size of a dollar; its composition, in which there is a large share of silver, being probably Corinthian brass.—On the face of it is the figure of a lion with the date 6—48 in Arabic numerals; on the reverse, amid several illegable letters, the fragmentary words,—"ARC. PROCOS. LATIA NO." may be deciphered, surrounding two large letters, in the centre one of which is the Greek H with an R interwoven with it.

Miscellaneous.

VESSEL BURNT ON LAKE HURON!

From the Huron Gazette Extra.

PROBABLY ALL HANDS PERISHED!

Goderich, Tuesday Morning, Sept. 26.

We have to announce the occurrence of a melancholy and distressing shipwreck on Lake Huron, and one which there is too sad reason to fear has been attended with a calamitous loss of life. We anticipate our usual publication, in forwarding the meagre [illegible] that are yet known, of this deplorable [illegible] in the hope of obtaining some information that may lead to the discovery of the name of the unfortunate vessel.

The *charred* upper works of a large steamer or propeller, was driven ashore at Pine Point above Goderich on Wednesday last, the 20th inst., the appearance of the mast being described to [illegible] about the circumference of a flour barrel, the mast itself coming ashore at Kincardine—the deck and most of the vessel being burnt black, the topmast was about 18 or 20 feet long and painted white—many of the wooden hoops by which the sails are run up and down the mast have drifted ashore and appear to have been cut away with an axe. The Yawl which is about 18 feet in the keel, painted lead color inside, and white with a green stripe outside, but without any name whatever on it, was not at all burnt but is now in the possession of Mr. John McGregor, of Ashfield who found her at Pine Point, where she had drifted a-hore—the burnt parts, also of another small boat have been picked up. Amongst the various articles, that the north west wind has driven in, are between 200 and 300 barrels of flour and Indian corn, picked up by various parties, between Kincardine and Goderich—a vast number of boxes of candles and tallow, &c., and also an immense quantity of lucifer matches in round boxes. Many of the flour barrels are marked "City Mills, D. Harvey" and other of the goods recovered from the wreck are directed to the Sault Ste. Mary and the Mides Bay Mining Company.

The cargo appeared to have been a great quantity of dried apples on board, as the beach is strewed with them half burnt and black; and charred barrel staves, and other parts of the wreck have been washed ashore until last evening, when the wind chopped round to the N. E.

Many other things have also been recovered from the wreck, but nothing that has thrown any light on the name of the unfortunate vessel. From a box, containing 7 kegs of Blasting Powder packed in oats, and, indeed from other circumstances, there is but little doubt she was bound up the lake to one of the Mining Districts.

There is too much reason to fear that the unfortunate ship first caught fire and then blew up; for the various parts of the wreck, that we have seen, indicate that the timbers have been riven asunder by explosion. No bodies have been yet discovered, which leaves us the faint hope that as these vessels generally hug the American shore, the men may have saved themselves by taking to the boats. At a special meeting of Magistrates here yesterday, it was determined to send constables along the coast to protect the recovered property, which we sincerely hope will be carefully preserved for the owners, and that the farmers on the Huron Coast will never aim at that most unmanlable name of *wreckers*.

We shall be obliged to any of our contemporaries who can throw light on this dreadful catastrophe.

LOSS OF THE PROPELLER GOLIATH.

Dreadful Explosion and Loss of Life.

A Correspondent of the *Buffalo Commercial Advertiser*, writing from Detroit, under date September 23rd, says that rumors have been brought down from Mackinac, that the propeller *Goliath*, loaded with provisions, hay, powder, &c., for the Sault, took fire on Saginaw Bay, and was blown to pieces. These rumors have since been confirmed by the Detroit papers; and the statement which we publish in another part of this day's paper, is on an extra of the *Huron Gazette*, has reference, no doubt, to the ill-fated *Goliath*.

The *Detroit Free Press*, of Monday, says, that "One master of a schooner that sailed in company with the *Goliath* until driven in a different direction by the severity of the gale, saw the lights in the course of the propeller, and the explosion was so great as to arouse the crew from their berths in the forecastle. People on the shore gave nearly the same version of the story, and locate the burning light in about the same directions.—There are a thousand rumors afloat of every character; and, after a careful investigation of them all, we must say that from the fact that several vessels have passed in the course of the propeller, which have seen no traces of her, the probabilities are strong that there is some truth in the report, however much we may wish it may not prove true. From the light combustible materials comprising her load between decks, fire would spread with great rapidity, but it would take a great while for it to reach the powder, that was in the extreme bow of the vessel. We have no means of ascertaining the exact number of persons on board the propeller; from what information we can gather, there was probably not far from twenty-five, who have doubtless perished in the ill-fated wreck, as it would have been impossible for any of them to have saved themselves by taking to the water, the storm being one of the most severe that has occurred in some time, and such that no open boat or raft could withstand for a moment.—The propeller being under the charge of the mate, Cottell, the Captain, Perry Palmer, having left at China, on account of sickness in his family. John E. Schwartz, son of the Adjutant General, was the clerk, and — Dodge and Edward Cook, of this city, were both passengers, together with eight miners, on their way to the Minnesota and Ontonagon locations. The crew consisted of some ten more persons, most of them from this city, but whose names we are unable to learn.—The second mate's name was Alvah McNett, and the cook's — — Cooley. The propeller was owned by D. N. Barney, of Buffalo, and, we are informed was fully insured. The cargo was mostly shipped from Buffalo and this city, and belonged to the different mining companies in the copper country, consisting of flour, pork, hams, groceries of all kinds, paints, oils, lumber, powder, hay, and the usual stores wanted for mining operations.—It was a large load and a general assortment, belonging principally to C. C. Cushman, Quebec and Lake Superior Company, H. B. Chamberlin, of Eagle River, and S. A. Knapp, of Ontonagon. These are the owners of the goods shipped from here, and we are unable to give those of the Buffalo shipments. There is an insurance of over $6,000 on the bills of lading from here, about 100 tons bulk.

The *Buffalo Commercial Advertiser*, of Wednesday, adds to the above:—

"About a thousand kegs of powder were stowed on board the Goliath here, and one hundred and twenty-five at Detroit, which were stowed carefully in the extreme bow of the vessel, farthest from the fire, and covered with merchandise. There were 60,000 shingles, 30,000 feet of lumber, and about 30 tons of hay stowed away between decks and on the promenade deck—forming, altogether, a highly combustible cargo. The *Free Press* mentions a report that the cook had come ashore in a small boat near Lexington. He saw the fire making its way to the powder, when he lowered the small boat and made his escape. When a short distance from the vessel it blew up with a tremendous explosion, and he was the only one left to tell the sad tale. The Cleveland *Herald*, of Monday, says, that Capt. Sweet, of the propeller Republic, who arrived in that city, on the day previous, conversed with Capt. Fuller, of the schooner Spartan, who says he was within five miles of the Goliath at the time of the fire—distinctly saw it and heard the explosion—the force of which was so intense as to shake every timber of his vessel, but from the force of the wind was unable to reach her.

DEATH FROM HYDROPHOBIA.

The following somewhat singular case of this dreadful malady will be read with painful interest; it is from a Philadelphia paper:

"We were invited by the attending physicians, Drs. Hintze and Morris, on Wednesday night, to accompany them to the bedside of a man, labouring under the effects of hydrophobia, Mr H. H. Keyser, corner of Leonard and Concord streets, and a more distressing sight we never saw. Mr. K. was a strong, robust full man, and in full possession of his bodily and mental faculties, but he was struck down, and in his own language, "knew he had to die." The history of the case, so far as we can gather it, is as follows:—On the 21st of July last he was bitten in the arm by his own dog—the dog exhibited symptoms of instability, and was tied round the neck. In this condition he died, having, as it is thought, choked himself in the effort to get loose. Mr. Keyser applied to Dr. Morris for advice in reference to the bite. The Dr. immediately gave him medicine, and scarified and cauterized the wound. It was inflamed and suppuration followed, which was checked for three weeks before a healing process was used. The wound was healed up.

"Mr K. who was a worthy, industrious and hard working man, on Monday last, while at his usual vocation, exerted himself and drank a quantity of water. He retired at night, and went to an upper story to get some medicine. He passed a very uncomfortable night. Tuesday he was no better, and on that evening he sent for Dr. Morris. The Dr. saw him and prescribed—that night was a very bad one—he was exceedingly restless and very talkative—rolling from side to side of his bed and constantly spitting, and with nothing like sleep. A bitter cathartic had been administered, followed by anodynes, which seemed to have very little effect. He evidently saw some sick during this time, but with great apparent difficulty—it was done with a convulsive effort. At the time he would be talking—raving in a manner so much unlike that he would not hurt them, and on one instance, that he would not hurt them he would not harm them, and they should forgive him for anything he should do. He seemed perfectly conscious, and at no time was there anything like a spasmodic muscular action. The Dr. had also ordered him to be cupped on the breast, and blistered on the spine, which was done. Anodynes were freely used.

"Wednesday morning found him no better, and his case grew worse during the day. He was still very conscious, and still was able to recognize a friend. During Wednesday, he took twenty-six grains of morphine, without producing any effect upon him—he was still as wakeful as ever. On Wednesday night, about 9 o'clock, a half ounce of chloroform was used on him, but without any very perceptible effect. Every one in the room was more or less affected by the fumes, but he seemed insensible. The room was a small one, and it was kept close, as he could bear no air.—At 11 o'clock, on Wednesday night, and indeed during the whole time, his pulse was very feeble, low and quick. He gradually sunk and at one o'clock on Thursday morning, died.

"There was a peculiarity about this case which attracted the attention of those who saw the unfortunate deceased. At one time did he appear to be deprived of his reason, but there was at all times a wild glaring expression of the eye, unlike anything we ever before saw. He was not subjected to any of the spasms, accounts of which had been recorded in cases similar, although he was exceedingly restless, and constantly moving. The absence of the spasms may perhaps be attributed to the use of the anodynes. The case, altogether, was a most distressing one. Mr. Keyser leaves behind him a wife and four children."

CHLOROFORM APPLIED TO A NOVEL USE.—We see by a New Orleans paper that patients afflicted with that most dreadful of all diseases, hydrophobia, have been entirely cured by the use of chloroform, in that city.

ANOTHER STEAMBOAT ACCIDENT.—We learn that the Steamer "Oldfield," plying between Carillon and Lachine, ran foul of a Barge at the entrance of the St. Ann Locks on her upward trip Thursday morning last. The Steamer went down in ten feet water. The Passengers were taken up by the "Lord Stanley." Another Steamer from Kingston has been despatched to take the place of the "Oldfield."

THE STORM ON THE EAST COAST OF SCOTLAND.—Aberdeen, Monday, Aug. 21.—To the serious results of the terrific gale of Friday evening as realized on the east coast, we have now to add, at least as depressible on account of the effects of the storm at Wick, and other seaport towns in the more outer shores of the Murray Firth. From letters received here to-night, it appears that it came overtook the fishermen about six or seven o'clock in the morning, and there being upwards of 1,000 boats exposed to the fury of the element, many of them well laden with herring, some how could not be otherwise than great. At the break of day the coast was literally covered with wrecks. At the port of Wick four or five hundred were driven within sight of their relatives or friends and although there more than 50 fishermen were drowned within a short distance of the harbor. At all the other ports along the coast wrecks have been cast ashore, and at the date of the last accounts no true estimate could be found of the actual loss of life that had been occasioned by the storm. One thing appears certain, that the gale on Friday morning 500 fishermen have perished about 150 boats have been wrecked, and taking into account the value of the nets and other fishing gear, as well as the stores destroyed, £20,000 would not cover the effects in this awful gale. From Peterhead we learn that 70 boats are wrecked or missing, and the estimate of the sad consequences of the gale is fully as large as was at first reported.

FOSSILE FOOTPRINTS.—Dexter Marsh, labouring mechanic of Greenfield, many years ago discovered, on the flagging stones with which he was doing a sidewalk, what appeared to be the footprints of some strange bird. The geologists pronounced them to be such, and to belong to a period before the creation of man. The discovery excited great curiosity and scientific zeal in Mr. Marsh that he has since made it his amusement to look for such impressions, and he has traversed the valley from the Northern Massachusetts line to Westfield, Conn., sometimes spending weeks in quarrying rocks, with the sole view of recovering these ancient tracks. In the last number of Silliman's Journal of Science he gives a brief account of his labors and successes, from which we may understand that the Connecticut valley, in by-gone ages, was a favorite resort of birds that would have made no more of putting up in their scrapes than turkeys do of swallowing grasshoppers.

Mr Marsh has in his possession more than eight hundred footprints of birds and quadrupeds, besides having furnished many specimens to others, in this and other countries. In six cases these specimens are so distinct as not only to show the prints of the toes, but the perfect impression of the sole. He has perfect tracts of quadrupeds so small that a half dime will cover the whole foot, and again there are birds where the footmeasures half a yard from the toe to the heel, so that if the birds which made them were proportional like those we now have, they must have stood twenty feet high!

He has sometimes followed the track of a bird thirty or forty feet in the rock, the tree being at first faint, as if on hard soil; then one distinct, as if imprinted on the sand at low water edge, and finally sinking in the mud and disappearing in the water. He has one slab, four or five inches thick, on which the tracks appear as most straight ones upon the surface; but on splitting it into five layers, they grow more and more indirect, till the lower slab shows where the bird trotted just as it, when the stone was in a state of mud—the bird tried to the bottom of it, and on withdrawing his foot the mud closed up.

Among these tracks are many very alike to those made by any known animal, and still so marked as to leave no doubt that such made them. A sort of kangaroo, for example, shows very small fore feet and very large hind feet. On this the Journal of Science gives a striking cut.

From the Toronto Mirror Sept 22.

ASIATIC CHOLERA.—In a former number we gave a short detail of the progress of the alarming progress of Asiatic Cholera towards the West on parts of Europe, and at the same time expressed a hope that the people of this country would awaken the public mind to a consideration of the importance of adopting timely precautionary measures, with a view to warding from our shores the infection of this terrible malady. With the exception of a passing allusion to its devastations in the principal towns of the East, and North, of Europe, and its extension southward into Turkey and Egypt, very little notice has been taken of the subject. Some of our contemporaries have bestowed a few paragraphs upon it, apparently thrown together in haste, and consisting of crude and useless remarks upon the character of the disease, and the precautionary measures suitable to its prevention. Many of the conductors of the Canadian press are, very probably, but imperfectly acquainted with the history of Asiatic Cholera; and a great number must be inadequately acquainted with the terrific consequences of its importation into this province; otherwise we cannot account for the apparent indifference with which its present European career seems to be regarded. We have been supplied by a professional friend with an outline of the history of the disease, from its first appearance in India, down to its last introduction into this country in 1831: a brief sketch of which we shall now lay before our readers, appending such observations on the subject, as we deem proper to be made at the present moment.

The first reliable record which we have of the disease now known as Asiatic or Malignant Cholera, is in 1762, when it is said to have been observed in Hindostan; but its extensive or epidemic existence appears to have been unnoticed until 1817. In this year it broke out at Jessore, a town in the Indian Sunderlands, or low lands, which lie between the various mouths of the Ganges, about 60 miles North-west of Calcutta. About the same time it showed itself in various adjoining towns; but it did not reach Calcutta until August. It had, however, in the mean time proceeded towards the North-West, up the Ganges 300 miles to Patna, where it manifested itself in July. In the autumn it attacked the troops under the command of the Marquis of Hastings, on the banks of the Sonnee; and so awful were its devastations in the camp, that in the month of November, in the brief period of five days, 5000 persons became its victims. In December the disease abated in every part of India. In February 1818 it broke out with renewed virulence, and spread over every part of Hindostan; from the most Southern point of which it passed over to the island of Ceylon in December. In November 1819 it was carried, against the adverse current of the South West monsoon, to the Mauritius, and in January 1820 it entered the city of Bourbon; being thus carried by sea over 1400 miles;—which is the only instance of its transmission by this mode of conveyance, over so large a tract of water, prior to its introduction from Ireland into Canada in 1832.

Towards the East, it travelled the Asiatic continent with steady pace, visiting every town between the Altaian mountains, and the Southern Ocean. It appeared in Amboyna in 1818; in Java in 1819; in Canton in 1820, in Pekin in 1821; and in the island of Timor in 1823.

Towards the West, we trace it to Bombay, in 1812; to Muscat, near the mouth of the Persian Gulf, in 1815, where it passing up the Gulf, it devastated the towns on each side. In 1821 it reached Bagdad; and in 1823 it had arrived at Antioch and Diarbeck.

From the North of Persia it crossed to the borders of the Caspian Sea, and reached Astrakan in September, 1823. From this period to 1829 it appears to have made no further advances towards Europe; and very little is known of its progress around Astrachan. In fact the winter of 1824 appeared to suspend its progress. But it still continued its ravages unabated in Persia; and passing down the river Jaiko, and across the steppes of the Kirghis Kassaks, it entered the province of Orenburgh, on the frontiers of Tartary, in August, 1827. Here it continued till February 1830, and then gradually disappeared.

In the summer of 1829 it passed out of Persia in another direction, and skirting the West coast of the Caspian it again reached Astrachan in July of that year. The summer season appears to have favoured its propagation Westward on this occasion. It passed up the river Wolga; and although, as it always has done, to the great hindrance of Russian traffic, it was carried into Moscow in September 1830. The Russian troops sent against Warsaw, introduced it into that devoted city in April 1831. In May it reached Riga and Dantzic, and about the middle of June it entered St. Petersburg. Following it southward we find it at Berlin in August, and at Vienna in September; and westward at Hamburgh in October. Late in the same year it crossed the German Ocean, and entered England; first shewing itself in the port of Sunderland. In the spring of 1832 it was prevalent in Dublin. A vessel from this port, named "the Carrick," sailed from Quebec in April, having on board 167 emigrants. Ten days after sailing one death occurred, and during the succeeding fifteen days thirty-nine additional deaths took place. From this period up to her arrival at Grosse Isle only five more deaths occurred. The Captain reported forty-four deaths in all "by some unknown disease." This vessel reached quarantine on the 3rd June 1832. After arrival there a female passenger died, three hours after being taken ill; a tolerably clear indication, we should think of the character of the "unknown disease." The next we hear, is the death of a sailor of *Cholera*, in a boarding house in Champlain-street, Quebec, on the 7th June. On the evening of this day the steamer *Voyageur*, started with a load of emigrants for Montreal; but the captain finding she had on board more than the boat could safely carry, put back and disembarked a number of them. Several of these disembarked emigrants were soon after seized with *Cholera*. The boat resumed her voyage; but before reaching Three Rivers, an emigrant named Kerr was taken ill and died before reaching Montreal. Another emigrant named McKee was taken ill on the boat in the afternoon of the same day, June 9th; and on coming into port he was carried to a tavern on the wharf. During Sunday 10th the dead body of Kerr was exposed to the public inspection, and was visited by many who were walking in that vicinity. A great many also went into the tavern to see the sick man McKee; and among the rest a soldier from the barracks. Cholera broke out that same night among the troops, and the soldier here alluded to was its first victim. In various parts of the city several cases occurred before next morning. The disease increased until the 19th when it had reached its acme, the deaths on that day being 170. On the 11th Cholera reached Lachine, showing itself among the emigrants in their way to Upper Canada. On the 13th it had reached the Cascades, the first case being a person just arrived from Montreal; and on the same day a boatman arrived by the river, direct from Montreal, died at Cornwall. On the 16th it arrived at Prescott,—the first cases being persons just arrived from Montreal. On the 19th a boatman from Montreal died of Cholera at Brockville. On the 20th it was found at Kingston. On the 21st at York, (now Toronto.) On the 22 of a vessel from Kingston, the *Mississauga Chief*, reached Niagara, but as several cases of Cholera had occurred on board, and were reported by the master, the vessel was prevented coming into port. *Cholera did not at that time enter Niagara.*

From Montreal the disease passed southward, entering Laprairie on the 12th June, and St Johns on the 14th. Thence it moved onwards by Lake Champlain and the Hudson, to New York, where it was reported to be present on the 4th July; and next day it was said to have entered Philadelphia, but as only one case was reported, and a second did not occur before the 14th, there are presumptive grounds for doubting its arrival before the latter date. No instance is on record of this disease entering a large City such as Philadelphia in the middle of summer, and suspending its action for nine days. Whether the disease be contagious or noncontagious, the fact is alike anomalous, and contrary to all experience. From New York and Philadelphia as might be expected, the disease radiated in all directions, and before the close of the year it had traversed the whole of North America; but before the fall setting in of [illegible] the adjoining States. In 1833 it did not reappear, notwithstanding the fact that it still prevailed in Great Britain and Ireland; thus furnishing to us one fact of every great practical value,—to wit, that escape from the transmission of the disease across the Atlantic is not a matter of impossibility; and when this fact is considered in connexion with the decreased emigration of 1833, and the greater vigilance of shipmasters, in adopting proper precautionary measures for the preservation of the health of their passengers, we think too much importance cannot be attached to the hints which it gives us as to the course most proper to be adopted for our safety in the coming year.

The second visitation of this province by Cholera in 1834, was in almost every respect similar to that of 1832. On the 6th July it reached Quebec. On the 11th two emigrants all of Cholera was taken to the sheds from the steamboats arrived at Montreal from Quebec.

On the 12th it broke out in the city, and spread in all directions, as in 1832,—following as in that year, the highways of travel, into the interior.

We have thus given a brief outline of the progress of this disease from 1817 down to 1834. Since that period, Europe, and the west of Asia, have enjoyed a respite, until its recent reappearance; and it is worthy of remark, that it has in 1847 and 1848 followed nearly the same track as in 1830 and 1834 from Persia to the German Empire. In India it has never completely disappeared; and this foul hotbed of pestilence would appear to be the grand focus from which the test of the world are henceforth to be held in continual apprehension of its transmission, from time to time, until the laws of its propagating agency are more clearly understood, and more vigilantly provided against.

We find this article has reached such a length as to preclude our following out the intention which we announced at the commencement, of offering some observations on the character of the disease, with a view to the ensuing of the adoption of such timely measures of precaution, as we consider best calculated to preserve the people of this country from the entrance of so dreadful a scourge amongst us. We shall resume the subject in a future number. In the meantime we trust our readers will acquit us of all desire to spread unnecessary alarm. The best time for discussing such a subject is when we are yet in safety, and the pestilence is still on the further side of the wide Atlantic.

It becomes our painful duty to record the death of two more female victims to lust and sensual gratification. It appears from the evidence, heard before H. G. Bull, Coroner, who held an inquest on the body of one of them, on Saturday last that deceased, Mary Jane Reid, reduced by a loathsome disease, to a state of the most degraded wretchedness, had crawled for shelter to a privy in the rear of some frame houses, in the Court House Square. Here she had remained fourteen days, supported during eleven, by the humanity of some persons dwelling in the neighboring buildings—but being neglected on the other three by these people, (though a fear of being informed against, as harboring vagrants,) died from actual want and in famine. The body when viewed by the jury exhibited the usual disgusting appearances attendant on death from starvation and exposure, heightened by the ravages of disease. The jury returned a verdict in accordance with the facts. Yesterday an inquest was held on the body of a second female who had lost her life under similar circumstances to the preceding one. On removing the body of the first, one of the Officers accidentally broke through a partition of the privy, where a other human being was discovered in the adjoining place. She was similarly reduced but life was not extinct. She was removed to a lower pinnfold by the Health Officer, and died yesterday. Her late history is brief and full of warning. The daughter of a respectable farmer, she was placed at service in one of the Hotels of the city—here she was seduced and despairing of regaining a good character, became a common prostitute, contracted an odious disease, was shunned by her fellow creatures, and literally starved to death in a privy. Surely the wages of sin is death! There is evidently some party to blame in this matter, and it is proper that those to whom it attaches, should be burdened with it, but we refrain from saying more on the subject, until we have made the necessary inquiries.—*Journal and Express, Sept. 26.*

BRITISH WHIG.

"Oplier per Orbem Dicor."

WEDNESDAY MORNING, OCTOBER 4.

A LETTER FROM NEW YORK.

To the Printer of the British Whig.

IRVING HOUSE,
New York, Sept. 28, 1848.

MR. PRINTER,—

Here I am in the Modern Babylon,—the London of America; the gayest city of this continent, and perhaps in the whole world, and one wherein the greatest amount of positive pleasure and comfort may be procured at the least positive expenditure. It is not my intention to inflict upon you or your readers any detailed account of my peripatetics, my sayings or my doings; but shall confine my observations to those matters and things which pertain to the Canadian traveller, whom pleasure or business may bring to this most marvellous and most exciting of cities.

In the journey from Oswego to the Railroad Cars, a saving of both time and money is made by taking the coaches to Rome, over the new Plank Road, instead of using the old and uncomfortable Canal Boat to Syracuse. The time gained is about six hours, to sleep or while away at Rome, and the saving is about $2. This new Plank Road passes through sixty miles of as poor a country as ever eyes beheld; more resembling, as a Scotch fellow traveller observed, the barren hills of his native land, than the fertile fields of fair America. But poor as the land is, it is well cultivated and improved upon in a manner far superior to the generality of Canadian farms. Several smiling villages, built quite in the New England style, are passed through, and the whole country wears an air of comfort and respectability, unknown to the northern side of Lake Ontario. The distance between Oswego and Rome, per coach, is run in about nine hours, changing horses every ten miles; and the coaches start from either end of the route every morning and evening, in time for the Cars and Steamers. I enjoyed my ride amazingly, and can therefore cordially recommend the Plank Road in preference to the Canal Boat. The new Railroad from Oswego to Syracuse will soon be completed, and when that is done, of course a great portion of the travel will be diverted thereto; but still the Plank Road to Rome will ever engage a fair share of patronage.

It is extremely unpleasant for the traveller to be caught with Sunday on his journey to and fro New York. I found it so. Not only do the Cars and River Steamers cease running, (except the Night Boats and Night Trains,) but the day seems an excuse for extortion and plunder at the places where the traveller is compelled to stop. I put up on Sunday last, while in Albany, at the Delavan House, a first class hotel of the Mammoth species. It was cold, cheerless and disagreeable enough in all conscience, but very magnificent withal. I do not complain of having had to pay $2 for a breakfast and dinner, with liberty to wash one's hands, for First Class Hotels must be supported by remunerating [illegible] sition and extortion which deserves a more complete exposure than I am able to give it. Shortly before six o'clock, some twenty persons, who, like myself, were waiting for the Night Boat, left the hotel. The hotel keeper engaged to send our luggage down to the steamer, and we took no further thought or care about it. When the boat was ready to start, no luggage cart had arrived; but just as the last bell was ringing, it made its tardy appearance; but instead of allowing the owners to take quiet possession of their luggage, the hotel porters and carman fought for half a dollar from each person, before delivery. As a matter of course the money had to be paid, or the passage to New York lost. I succeeded in obtaining my valise for a quarter, but it was at the expence of being called "no gentleman." The whole affair was a most rascally Yankee trick, and reflects the utmost disgrace upon all the parties concerned.—Whether the keeper of the Delavan House was one of these parties, I know not, but I cannot help thinking him guilty, and consequently caution all Canadian travellers to give his house a wide berth for the future. By the bye, Albany is famed for its tricks upon travellers.

I am staying here in New York, at an Hotel of a very different stamp and character. The Messrs. Howard, so celebrated in the annals of New York Hotel keeping, have very recently opened a new Hotel in Broadway, called "The Irving House." It is of the largest possible size, and has every requ