GENERAL INTELLIGENCE.

CATASTROPHE AT SINOPE.

The *Augsburg Gazette* gives some perfectly satisfactory information on this subject. Immediately after the arrival of the Egyptian fleet in the Bosphorus it was affirmed at Constantinople that the allied fleets were to enter the Black Sea, and the Porte formed the adventurous project of wresting the Crimea from the Russians. The plan was not long concealed; and, in consequence of positive information received, some troops originally intended to form part of the army in the Danubian Principalities were sent by General Luders to the Crimea. The United fleets did not enter the Black Sea, and the Porte, being obliged to relinquish its original plan, resolved to send the *material* of war and the money which had been prepared for the expedition to some Circassian port. The armaments were kept as secret as possible, and the fleet, consisting of two squadrons, which was to convey the artillery, ammunition, &c., to the mountaineers, was placed under the command of Osman Pasha, a resolute man and a good seaman. The latter left on the 11th of Nov., and at the same time the allied Turco-Egyptian fleet sailed into the Black Sea in order to attract the attention of the Russian admiral, and to mask Osman Pasha's expedition. After cruising during eighteen days without seeing a single Russian sail, the Turkish fleet returned to the Bosphorus under the impression that the fear of meeting the Anglo French fleet had induced Prince Menschikoff to remain quiet in the port of Sebastopol. The Russian admiral must, however, have been exactly informed of what was intended, for, without troubling himself about the main fleet, he had Osman Pasha's movements carefully observed. The latter, by means of his steamers, soon became aware that the enemy was on his traces, and he therefore sought safety in the roads of Sinope. The Russians had, however, resolved to strike a heavy blow, and on the 30th November the squadron was destroyed. The news, of course, made a great impression on the war party in the Divan, but a still greater one on the officers of the French and English fleets, who flelt that every ball which had struck the Turkish ships had also mortally hit the vessels of the allied fleets, which, almost at the same time that the catastrophe took place, had got up a mock fight for the edification of the inhabitants of Constantinople."

According to investigations made at Sinope, by the captain and officers of her Majesty's ship Retribution, the Turkish frigates resisted the fearful odds opposed to them for an hour and a-half without flinching. The first of their losses was the Navick frigate, whose captain, Ali Bey, being menaced with boarding by a huge three-decker, and having abandoned all hope of successful resistance, with desperate devotion blew up his vessel. At the end of the above period the destruction of the Turkish force was frightful and complete. Some of the ships were burnt by the enemy's red-hot shot; others blew up; and others, whose sides were literally beaten in by the enormous weight of the Russian metal, slipped their cables, and, with the exception of two, drifted on shore. The Russians now manned their yards, and cheered in honour of their bloody victory. Having done this, they immediately recommenced firing upon the helpless wrecks, from which a feeble dropping fire was still maintained with unequalled fortitude, and did not cease until they had completed the work of destruction and butchery. The support afforded to the Turks by the land batteries was ineffectual, owing partly to the lightness of their guns, and partly to their fire being intercepted by the Turkish ships.

The opposing force of Russians, under Admiral Nachimoff, consisted of three three-deckers, three two-deckers, two frigates, and four steamers. The English steamer Retribution and French Mogador brought down 219 wounded and about 400 men and officers who had escaped unhurt to the shore. The Turks estimate their loss at 300o killed.

AUSTRIA.

They have it in Vienna that the unfavourable turn of affairs in Persia has, to a great extent, paralysed the pacific intentions of the British Cabinet, inasmuch as the security of our possessions in India may become exposed to an unforeseen danger by this crafty move on the part of Russia; and that, on the other hand, France, not being jointly interested in this particular matter, if England should now resolve upon a more hostile course towards Russia in the Eastern Question, Napoleon III. will hardly allow himself to be taken in tow by his Western ally; and that, therefore, there is a possibility of a rupture in the hitherto existing "unity of action" between England and France.

PERSIA.

A letter from Erzeroum, in the Paris *Patrie*, states that, at the instigation of the Russian Charge d'Affairs, all English, French, German, and Italian officers, serving in the Persian army, have been dismissed.

The *Morning Post*, of the 5th inst., is "assured, on what we believe to be good authority, that Lord Hardinge yesterday gave in his resignation as Commander-in-Chief of the Army; that his lordship is to be succeeded by Lord Raglan, and that General Brown will resume his former appointment as Adjutant General." The *Daily News*, of the same date, contains a similiar statement from its Portsmouth correspondent.

Alexander von Humboldt has lately given to the world, through his publisher, Cotta, the first volume of his minor writings, containing the geognostic and physical phenomena. It is dedicated to Leopold von Buch, whom he calls "the talented investigator of nature, and the greatest geognost of the age," as a little monument of a friendship never disturbed for sixty years.

(From Wilmer's European Times.)

SALE OF SHIPS AT LIVERPOOL.

Having made up our annual statement of the past year's business in the sale of ships at this port, we are enabled to lay before you a result, satisfactory, far beyond our expectations,—not only as regards increased prices, but also as to the amount of tonnage sold. When we last addressed you through this medium—adverting to the then greatly increased prosperity of the shipping interest—we ventured to predict that "This state of things would continue for twelve months, or it may be longer." How far our calculations were correct the result satisfactorily shows; and thatwe have at least another equally prosperous year before us we have no doubt, and this can only be interpreted by the suspension of our national tranquillity.

The very increased value of labour, not only in this country but also in the colonies, as well as the greatly advanced prices of timber, iron, copper, cordage, &c., must combine to diminish production and vastly increase the first cost of all ships built during the continuance of this state of things. Freights to all parts of the world are advancing; no foreign markets are reported as overstocked; and the losses bear a large proportion to the number of ships built in the year. With these facts before us, we cannot doubt that prices will, at least, be maintained, if not considerably augmented.

It was reasonable to believe, in the early part of 1853, that we should have so large a number of ships returning from Australia as would towards its close supply us with tonnage for the cotton trade, and afterwards for timber; and by thus increasing our supply cause prices to decline. This expectation has failed us, for though a large fleet has been freed from Melbourne and elsewhere, it has been absorbed by other and new trades and heavy losses, and so has failed to affect us as we anticipated. A remarkable feature in the past year's business has been the number of purchases that have been made on speculation by parties who heve had the good fortune to be more clear-sighted than their neighbours, or who have had the good sense to be guided by those whose experience constitute them authorities in such matters. Those transactions have resulted for the most part in enormous profits.

Last January we informed you of an advance in the price of colonial ships over the previous year of 17 per cent. The advance in the year just closed is quite 48 per cent., making an increase of 65 per cent. in the last two years; while the sales of the year amount to 635 ships, equal to 279,530 tons, against 285, or 147,471 tons in 1852. The present stock stands at 89 against 48 in 1853, 76 in 1852, and 82 in 1851, with comparatively few coming forward for sale. The most of those now in course of construction are being built to order, and are not likely to come upon the market.

Though we can confirm our former statement as to the improvement that has taken place in the "model and material" of our colonial ships, we regret we cannot say so much for the finish—which, in a number of instances, has been most clumsy and unsightly, and impress us with the notion they have been gotten up too quickly, and with a view to meet the present favourable market. Had such vessels fewer traces of the adze, and more of the plane, with less sap upon the timbers, beams, &c., and were they supplied with metal pumps of propor calibre, with good capstans, &c., they would have met a much readier sale, and have realised more than the additional outlay necessary to make good the defects we now point out. This, and fitting them with small, and in some cases second-hand rigging, is the worst possible policy, and often greatly injures the sale of an otherwise really good ship. We must also complain of the niggard use of copper fastening, especially in the lower bindings, which being iron, increases the delay, and involves the expense of wood sheathing before they can be coppered and made fit for use. Though we are forced to make these remarks respecting some colonial vessels, it is but justice to repeat what we have before stated, that many of the recently-built St. John's and Quebec ships are noble specimens of naval architecture, not surpassed by anything built in this country, Liverpool or London ships not excepted, respective classes considered; and in proof of this they now command the highest freights in India and elsewhere. Many of our large and old fashioned shipowners who a few years since could not be induced to have a colonial ship at any price, are now buying largely into them, finding that for the same amount of capital invested, they can have one-third more tonnage, and ships which are insurable upou as good terms as Thames-built costing twenty pounds per ton.

We have reason to believe that ere long another instalment of that justice so tardily dealt out by the committee of Lloyd's to our colonial vessels will be granted in the shape of increased time, and that the ships now classed seven years' will have another year given to them, and spruce ships will be removed into the class six years A 1, and to be afterwards entitled to the red star.

British ships, though considerably higher in price, are now proportionately cheaper than colonial, and therefore in much greater demand; the extreme beauty and improved proportions of most of the new build is a cause of daily admiration. The advance msy be given at seven per cent over the prices of 1852.

Iron ships are, as we predicted, becoming very much more in favour, and will be found very formidable competitors with timber-built ships; and as Lloyd's now admit them to twelve years' class, with a continuation, or renewal of six years, the attention of shipowners is much more directed to them. The present contract price of iron ships—including complete Baltic outfit—is from £14 10s to £16 per ton, and of steamers (screw) is from £25 to £30 per ton.

Now colonial ships classing 7 years A 1 are worth from £10 to £11 5s; those classing six years £9 10s to £10 10s. Of ships to class 5 years we have had none. Spruce ships, or those classing 4 years, must be quoted from £7 10s to £9. Small vessels adapted for the coasting and Baltic trades have been selling freely from £6 10s to £8 per ton. The same copper-fastened are worth 10s per ton more. A large proportion of this class of vessels sent home this year are of a bad model and unfit for the purposes intended. They have, however; fonnd some buyers among the adventurers in the Australian river and coasting trades. If this outlet had not presented itself many of them would not have brought £5 per ton. The majority of these small vessels, chiefly from Prince Edward Island, have been put out of hand shamefully this year, and from the improper shifts of the planks and defective treenailing, which very often is not through, many of them cannot get any class; though we are aware our frequent remonstrances with colonial builders upon these points have given grave offence, we believe we are their best friends and but desire to promote their interests by correcting either their carelessness or their errors.

Large second-hand ships have been scarce and easy of sale at high prices. Anything classed finds a ready market.

The number of vessels that have changed hands in Liverpool in the year is 650 sail, equal to 288,430 tons

The number of new colonial vessels that have come into Liverpool and been registered is 112, equal to 83,376 tons

The number of Foreign vessels that have changed hands in the year, and were registered in Liverpool, is 26, equal to 11,300 tons; and the total number that have changed hands and been registered here since the passing of the Act, in 1850, is 35, equal to 16,010 tons.

The number of steamers built and registered in Liverpool is 44, equal to 9,237 tons, of which 24 are paddle—2,105, and 20 screw—7,132 tons

The total number of vessels belonging to Liverpool at this date is 2,544, equal to 886,434 tons.

A Parliamentary Return has just been issued of the number of Wrecks on the Coast of England and the Seas adjacent thereto, during the year 1852, of which the following is a summary:—

Totally wrecked . . .	. . . 500	
Totally lost in collision . . .	33	
Damaged seriously, and had to discharge . . .	. . . 558	
Damaged in collision . . .	24	—1,115

The greatest number of casualties occurrd in the months of January, October, November, and December; that is, during the four winter months, when they were respectively as follows:—January, 126; October, 164; November, 169; and December, 268. The latter month was the most fatal, from the severity of the south-west gales, which prevailed for several days, until the close of the year. The total loss of life, as far as it has been ascertaine, amounts to 920; of whom 100 were lost qy the burning of the *Amazon*. But, beside the large number recorded in the official returns, perhaps nearly an equal number has been swallowed up by the deep, of which there is no record.

We have much pleasure in stating that, according to information we have received, which we believe to be sufficiently authentic, the Corporation of the Trinity-house has resolved to reduced the charges for Light Dues, to commence from the 1st of January, 1854. We have not yet received any official communication from the Commissioners on the subject, but we believe the following will be found to give the amount of reduction contemplated:—

The tolls received for the Commissioners for Northern Light-houses in respect of Coasting vessels—that is to say, where the Toll was chargeable at the rate of one farthing per ton, it is now reduced to one-sixteenth of a penny per ton: and, where the rate was one-halfpenny per ton, it is now reduced to two-sixteenths of a penny per ton. And the tolls chargeable for the Trinity Lights, Northern Lights, and Irish Lights an abatement will be made in the case of oversea vessels of *Twenty-five per Cant.*, and on Coasters of *Ten per Cent*,—*London Shipping Gazette.*

EDITORS OF THE BRITISH REVIEWS.—It is said that the present editor of the *Edinburgh Review* is Professor George Cornwall Lewis, late M. P., and Financial Secretary of the Treasury, and author of several works on political economy. The present editor of the *North British Review* is Professor Fraser. The *Westminister Review* is unde, the direction of several editors, male and femaler with John Chapman, the infidel bookseller in London, at its head, both as editor and publisher. *Blackwood* is conducted by Professor Aytoun, son-in-law of Professor Wilson. And the *London Quarterly*, so long under the management of Lockhart, who has resigned his post on account of ill health, is now under the editorial supervision of the Rev. Whitwell Erwin, of Boston, who has been a contributor to the *Review* for some time past.

CENSUS OF GREAT BRITAIN.—The census of Great Britain, taken in the year 1851, shows the following result:

	Males.	*Females.*	*total.*
England,	8,281,734	8,640,154	16,921 888
Scotland,	1,375,479	1,513,263	2,888,742
Wales,	409,491	596,230	1,005,721
Islands,	66,854	76,272	143,1 6
Army, navy, and mer. sevir'e,	162.490		
Total,	10,386,048	10,735,917	21,121,967

LONDON TIMES.—M. Texier, in a book on England, speaking of the *London Times*, states that oue of the staff of that journal who "was devoted to the study of sewerage," enjoyed a yearly income of £3550 while dawdling through the cities of the continent on a tour of inspection during two years, but in all that time he did not write a single word for the paper. One day the question of dust-heaps, and salubrity in general came before the House of Commons, when he at once laid pen to paper, and in a series of twenty powerful leaders, so simplified the science of the matter, that at once the public and their representatives were forced, as it were, into the proper course.

ATLANTIC STEAMERS TO NEW BRUNSWICK.—During the past season, we have adverted more than once to the benefits and advantages of the line of first class Packet Ships, established between this port and Liverpool, by some of our enterprising shipbuilders and shipowners.—Although the undertaking was a new one, the regularity of the line has been very commendable. Thirteen cargoes of valuable goods have been landed at this port, without damage, and many hundreds of passengers have been safely conveyed across the Atlantic, free from disease, and landed here in the best condition. The owners of these Packets propose, in case they receive certain assistance from the Legislature, to add to their line two first class Screw Steam-Ships, of 1600 tons each, now in course of actual construction by the well known builder of iron steam ships, John Laird, Esq., of Birkenhead, which will cost £45,000 sterling each ship. With regard to speed, and in every other respect, they will be fully equal to any of the screw steamships now traversing the Atlantic; they are being built expressly for the route between Liverpool and this port, and, in the event of the required aid being granted, they will be fitted up and furnished in such manner as will best suit the trade, afford the greatest amount of comfort and convenience to passengers of every class. The amount agreed to be paid by the Canadian Government to Messrs. M'Kean, M'Larty & Co., of Liverpool, by the contract entered into betwen those gentlemen and the Canadian Board of Works, £ 19,000 sterling per annum, for a line of screw steamships plying six months of the year from Liverpool to Quebec and Montreal — the contractors receiving the further sum of £5000 sterling per annum from the Atlantic and St. Lawrence Railway Company, on condition of the steamers plying once a month only, during the other six months, to Portland in Maine—*New Brunswicker*.

When death is at the door, the remedy which would have saved life, if administered in time, comes too late. Do not trifle with disease. Rely upon it, that when the stomach will not digest food—When faintness and lassitude pervade the system—when the sleep is disturbed the appetite feeble, the mind lethargic, the nerves unnaturally sensitive, and the head confused—rely upon it, that when these symptoms occur, the powers of vitality are falling, and that, unless the mischief is promptly checked, *life will be shortened*, as well as rendered miserable. Now we know from a mass of testimony, greater than was ever before accumulated in favor of one remedy, that Hoofland's German Bitters, prepared by Dr. C. M. Jackson, Philadelphia, will immediately abate, and, in the end, entirely remove all of these disorders as surely as a mathematical process will solve a problem. Who, then, will endure the agony, and the risk of life, with health and safety within reach?

HASZARD'S GAZETTE.

Saturday, January 28, 1854.

It is highly pleasing to remark, that at the several Sessions of the Supreme Court, the criminal calendar never discloses any cases of peculiar atrocity. This speaks well for the state of morals generally in the Island. We are, however, constrained to say, that it comes within our knowledge, independantly of the indictments found by the Grand Jury, that petty crimes are greatly on the increase; and, among others, shop lifting has become by far, more common than it formerly was, and is on the increase. In all cases of petty stealing, there is, we think, a great defect in the law as it now stands. Before you can punish an offender, a Justice of the Peace must be applied to, and the case be heard there, in order to determine whether the party shall be committed to answer for the offence. The parties must then be bound over to appear and prosecute, or give evidence. In the next place, the same witnesses must attend the Supreme Court, in order to give evidence before the Grand Jury, and then if a Bill is found, they must appear again and give evidence before the Petty Jury, who try the case. Here are three different attendances of the shop keeper or his clerks, where, in most cases, one would be sufficient. We trust we are as tender of the liberties and persons of our fellow subjects as most people, and being conservative in principle, we do not like to see alterations made in the mode of administering justice, especially where the change is to give summary jurisdiction, and allow the award of summary punishment, unless the alterations in the state of society imperatively call for them, and not even then, unless due precautions are adopted, in order to prevent such summary jurisdictions being converted into tribunals of injustice and oppression.

It is one of the features of the present age, that these fetters by which the administration of both the criminal and municipal law has, by the perhaps not unwise jealousy of our forefathers, been bound, are gradually being broken, and a more commonsense-like view of the matter gaining ground; and such we wish to see the case here, with respect to shop-lifting, and other cases which go by the name of petty larceny, in the law language of our courts. A person, either male or female, comes into a shop in Charlottetown, on a market day, when it is generally thronged, and the different clerks are each as busy as can well be, serving different customers, in different parts of the establishment;—a pretence of purchasing is always resorted to, and sometimes some small purchase actually made;—a victorine, or some such article, is clandestinely abstracted; but the feat not so artistically performed but that one or other of the clerks sees it; he jumps over the counter, seizes the offender, and finds the article stowed away under the jacket or the cloak; the private mark is still there, so that there can be no doubt about the ownership;—sometimes no excuse is offered; at others, the party detected, without hesitation asserts that it was bought of some other clerk, and paid for; on being applied to, the clerk denies ever having sold the article. Now we would ask, what necessity ought there to be on the part of the owner of the goods being put to further trouble or expence than going before a magistrate—duly qualified, of course—and having the case tried at once? If there be no defence, the thief might be sentenced at once to one, two, or three months' hard labor. If a mere pretended defence, unsubstantiated by any proof, were set up, the same course might be pursued. On the other hand, if there was conflicting evidence, of such a nature that the magistrate felt any doubts about the decision he ought to make, in such case the matter should be remitted to the higher court; and in all cases, upon the fiat of a judge of the Supreme Court, upon cause being shewn by affidavit, the decision of the Justice of the Peace might be arrested, and a new trial had before a higher tribunal. If the town is incorporated,—as we trust it will be soon,—this might very easily be provided for. It is not the cumbrous machinery of the law, nor the expence it puts the country to,—though these are important matters,—nor the sad waste of the shopkeepers' time or that of his clerks, that we so much complain of, as that people are deterred from having recourse to the legal remedy, on account of this loss of time,—and consequently in very many, if not in most of the cases, content themselves with turning the offender out of the shop door, with a kick, perhaps, or a cuff, and telling them never to show their faces there again; and though this may be effectual to prevent them returning to that shop, it only gives them increased confidence to attempt the same thing upon their less suspicious or less vigilant neighbors.

The truth is, that a complete revision of the whole of the Administration of Justice, both civil and criminal, is nowhere more needed than in Prince Edward Island; but we confess we despair of seeing it effected so long as this ridiculous jealousy of the bar subsists in the Lower House of Assembly. We shall, however, offer a few suggestions upon the last mentioned topic, in the course of a little while.

TO THE EDITOR OF HASZARD'S GAZETTE.

SIR;

The article in the last number of the *Islander*, entitled "Coming Events," contains such very sound and appropriate propositions on the subjects on which it treats, that the veil of prejudice must be of a very close texture which prevents their truth being acknowledged by every person who pretends to take an interest in the political questions of the day. As to the rumors of a dissolution of the House of Assembly, they are easily accounted for: Coles has long since been convinced of his present predicament; as soon as he found that the majority of the new House was composed of men who professed *moral* as well as political principle, and that the merits of the Petition which he intends to present to the House against Mr. Beer's election, would certainly be tried according to parliamentary and constitutional rules, he no doubt foresaw that he had very little chance of carrying his point by a fair and impartial investigation before a committee of the House, the majority of whom had to decide under the obligation of an oath. By way, therefore, of solving the difficulty, he set his heart upon bringing about a new election, conceiving that the Franchise Bill,—should it receive the Royal allowance,—would surely be a very good pretext for resorting to such a high-handed step on the part of the Government as dissolving a new House before it had assembled to give expression to the wishes of the people on that, or indeed on any subject. With this in view,—"the wish being father to the thought,"—he has for months past, with the aid of his "familiar" little Neddy, been industriously circulating the rumor—having originated with himself—that there is to be a new election. I quite concur, however, Mr. Editor, with the editor of the *Islander*, when he says, "His Excellency is too far *north* to take the leap." Franchise Bill or no Franchise Bill, His Excellency, I should suppose, does not require spectacles to perceive that a new election would be rather a dangerous experiment, at least without some further cause than gratifying the selfish object and healing the disappointed ambition of a condemned Premier. Sir Donald Campbell tried the experiment, and he met the almost invariable result of an untimely dissolution of a House of Assembly in order to accomplish a party purpose, viz: that it produced an opposite effect to that intended.

It is said, that Coles's last hope is to drive the Government to have him sworn in a member of the Assembly, without regard at all to the Sheriff's return. It is most likely that this *is* his *last* expedient—for it would be a desperate one. Looking at the individuals who now compose the Executive Council, and the corrupt influence of the system of Departmental Government, it is very easy to imagine that Coles could procure a majority of his co-councillors to bear him out in such a step. But the question is, will Sir Alexander Bannerman submit to such an unprecedented and flagrant violation of one of those fundamental principles of the constitution upon which rests the pedestal of British liberty. Is it likely that a representative of the Sovereign at the present day would so far forget himself as to tolerate such an act? The law of England, the law of Parliament, and our Colonial law, after the same manner have entrusted the responsible and highly important duty of taking the elections, and making a due return of members chosen to serve in parliament, to the sheriff of the county; and, by very many jealous provisions of the law, the sheriff is severely punishable if, through gross ignorance,—and still more, if through partial or corrupt motives,—he return a member not duly elected. Hence, then, *the law* requires that that candidate returned on the sheriff's writ as duly elected should be the member to take his seat, and that seat to retain until it be proved to a Committee of Privileges that another person has a better right to it. In swearing in the members, therefore, the ministers or administrators of the law have but one source to apply to, to ascertain who are the members elect,—that is the sheriff's writ, the only record of their return. The members are sworn in by a Dedimus, generally issued to certain members of the Executive Council; it has an established form, and is as follows:—

Prince Edward Island.

Victoria, by the Grace of God, &c. &c.

A. Bannerman, Lieut. Governor.

To our trusty and well beloved the Honorables A. B., C. D., &c. &c. greeting:

Whereas we have by our Writs commanded our High Sheriffs to assemble the several Inhabitants, Electors of this our Island of Prince Edward, and thereout to cause them to choose and elect Twenty-four proper and fit persons to serve us in a General Assembly to be held for our service at Charlottetown, in our said Island: and whereas our said High Sheriffs have, as commanded, held the said Elections, *and returned to* our Secretary of our said Island, *the names of Twenty-four proper and fit persons*, duly elected and qualified to serve us in our said Assembly—These are, therefore, to command you, or any two of you, that at such certain day and place as our Lieut. Governor of our said Island shall appoint and direct, you go to such place, and on such day as aforesaid, and then and there administer unto each and every of the said twenty-four persons *who are returned as aforesaid*, the oaths appointed by law to be by them taken; and when you shall have so administered the said Oaths, you shall send the same unto our said Secretary, certifying, under your seals, what you shall have done in the premises, together with this writ.

Witness our trusty and well beloved Sir Alexander Bannerman, &c. &c.

In executing their duty under this writ, the Commissioners have no discretion to exercise,—nor is it necessary that they should. They are merely ministerial servants, and are imperatively bound by the instructions it contains; were they to do otherwise, to pretend to question the regularity or correctness of the sheriffs' return, and thereby act contrary to their authority, given in the Dedimus, they would be amenable for a breach of privileges of the House of Assembly; and would, no doubt, be indictable at common law for such a dangerous and unwarrantable assumption of power.

The next question is, will the Governor, even if the members of his Council do, so far yield to the importunities of Mr. Coles,—a disappointed candidate,—as to alter or modify the writ of Dedimus so as to authorise the Commissioners, in the face of the sheriff's return, to *omit to swear* in Mr. Beer; or, what would be a still greater violation of the law, *to swear in Mr. Coles?* The Governor cannot do so; he has not the power to do;—nay, the Queen herself could not give him in his commission as Lieutenant Governor of the Colony the power of doing so. Such an act is unprecedented. The Governor might just as well be asked to alter the Dedimus, and authorise the Commissioners to swear in Mr. Trenaman, Mr. Muirhead or Mr. Cooper. Such an attempt would not only be a violation of the law, but would be assuming the powers of the legislature, and taking upon himself to decide that which it is *the exclusive province of the House of Assembly to determine.* If such an act were once sanctioned, all controverted elections might hereafter, by the same rule, be determined by the Lieutenant Governor. I, however, do not for a moment suppose that His Excellency would suffer himself to be the instrument of such a dangerous and outrageous violation of the constitution; acquainted as he is with parliamentary law, he would venture on such a desperate act. Common prudence, indeed, if nothing else, would not allow him to lay himself open to an impeachment at the Colonial Office for such an arbitrary and illegal assumption of authority.

I am, Sir,

Yours, &c.,

EXAMINER.

January 21.

No. 1.

[For Hazzard's Gazette.]

Though Education is one of the most important subjects that can possibly appear in the columns of a newspaper, yet, perhaps, to general readers, it may seem the least interesting and worthy of notice.

The writer would long ere now have published letters on the *Art of Teaching*, and other particulars belonging to Education, were it not that he always felt assured of the indifference with which his lucubrations would be received. He is aware that a majority of the teachers of youth would give letters of