those of our forest trees and of the varieties of Indian corn likely to succed in the latitudes of those countries. Among those sent to Sweden and Norway from the American Patent Office, are the seeds of the osage orange, the magnolia glauca, and the honey locust, all of which are deemed likely to flourish in that far-off quarter as in the United States.

CHINA.

DEFEAT OF THE REBELS AT CANTON.—SHANGHAI RETAKEN BY THE IMPERIALISTS, AND FRIGHTFUL SLAUGHTER.

HONG KONG, March 15.

The events of the month elapsed since the date of the departure of the last mail steamer are more marked by stirring events than for many months previously. Indeed our news, foreign and domestic, is unusually interesting; not merely as affecting the interests of Europeans here, but intimately connected with the politics of Europe.

Strictly local, we have not much to communicate. The subscriptions to the Relief Fund continue to augment; here (at Hong Kong) the Fund aggregates £1,800, whilst at Shanghai and Woo-Sung no less than £2,500 have been contributed, to which must be added £200 from Amoy, and £75 from Swatow—the total being already £4,000. In addition to the money raised, it has been resolved to present an address to her Majesty on the subject of the war, expressive of the confidence reposed in the measures of the throne. On the 12th inst. Sir John Bowring took his departure on a diplomatic visit to Siam, in her Majesty's steamer Rattler, accompanied by the sloop of war Grecian. It is said that his Excellency will go to Singapore from Siam, and return to this port by one of the Peninsular and Oriental Company's steamers, the Rattler sailing for England. In China there is generally a painful feeling against Sir J. Bowring—all classes express disappointment and hostility to the measures of the literary diplomatist, and desire his recall. Indeed, the busy tongue of rumour asserts that Sir John's recall is in his pocket, and that he will proceed from Siam to Singapore, and from the latter place to Europe. Of such elements are the community here composed, that there is probably no man in England, however popular, that would prove a favorite in China with the mercantile community, unless he was disposed to be led by the commercial advantages of those resident in China, to the prejudice of any and every other interest. Every Plenipotentiary, from Elliot to Bowring, has split upon the same rock, and even an angel would fail to please or pacify the unreasonable expectations of every class of the foreign residents.

The missing mails of December 25 have arrived, the Shanghai having been compelled to put into Manilla for coals, and thereby delaying the mails, until they were nearly ninety days from England. On the Shanghai's voyage from Manilla to this port she looked in at the Pratas' Shoal, and there learned of the loss of the Living Age and Tom Bowling, both vessels with valuable cargoes, destined for Europe and the United States.

Affairs at Canton look more settled; for the time, at all events, the rebels have been driven away from the city. The blockade has been put a stop to; and by a combined movement of the Imperial soldiers and the people, Canton and the forts in its neighbourhood have been freed from the terror-spreading horrors of the insurgents. On the 6th inst. the rebels at Chenheim Reach were taken by surprise, fled precipitately in boats and junks, and such vessels with the most part escaped, the Imperialists being but too well pleased to regain possession of the forts. The other strongholds of the insurgents also fell into the hands of the Imperialists, who are reported to have effected their object by buying up the ringleaders.

The Imperialists have made a shocking use of their triumph. The place of execution has been a vast carnage field, where hundreds have daily been put to death, in the hope of striking terror into the minds of the population.

At Shanghai, also, the Imperialists have succeeded in recapturing the city, followed by frightful atrocities in revenge for opposing the Imperial rule. Beyond the mere fact of the capture of the city, little more is known certainly, the accounts conflicting. All With accounts agree in representing the foul atrocities committed by the Mandarins. Nearly 500 prisoners were put to death, and some were tortured in the most frightful manner, before being put out of the way. Some of the rebel chiefs have succeeded in escaping, but by far the greater number of the ringleaders have found themselves in the hands of their unrelenting enemy.

PORTLAND, CANADA, &C.

I had not been an hour in Portland, the principal commercial city in the State of Maine, and perhaps one of the best specimens upon the coast of a go-ahead seaport, before I observed a paragraph in one of the three papers daily published there, to the effect that 'the fleet of magnificent ships which lay in the bay or at our wharfs, is the most attractive object to a stranger which our city affords.' As a stranger, then, with a taste for shipping, I may be permitted to observe that there were forty ships built at Portland last year, registering 22,873 tons. Its exports consist at present chiefly of lumber, ice, fish, &c.; but the future mercantile prosperity of Portland depends not on the produce of the state in which it is situated, but upon the transit trade which must pass through it, now that it is connected with Canada and the Fair West by railways, and with Liverpool by steamers. It is situated upon a narrow but hilly promontory about three miles long, which juts into a deep and capacious bay studded with green islets;—these, while they are a most charming feature of the scenery, form an admirable breakwater, and are so numerous as to shut out a view of the sea from the town. From the highest point of the promontory, however, an expanding prospect is obtained. With the one side a richly-diversified country, watered by fine rivers, and where lakes glisten amid dark pine-woods, extending to the base of the White Mountains, which rising to a height of six thousand feet forms a noble back-ground; on the other lies the bay set with its green gems, and with the broad Atlantic beyond.

This trade has assumed an important character, since permission to pass goods in bond through to Canada has been granted. Some idea of its increased extent during the last few years, at Boston, may be formed from the following figures, which show its value, in 1850 to have amounted to £27,240, and in 1855, to £1,355,055. If, as is anticipated, the proximity of Portland to Canada, and the excellence of its harbor, which never freezes, secures a large share of this traffic, it is evident that in this respect alone it will prove a formidable rival to Boston, from which it is distant about a hundred miles. In addition to the Canadian trade, it is quite possible that the rapidly developing provinces of Wisconsin, Illinois, Michigan, Indiana, and Minesota, may choose it as the outlet for their products; but it is impossible now to form an estimate of the probable value of these.

A considerable coasting trade is also developing itself between Portland and St. John's, and powerful steam vessels now run four times a week between these ports.

But while Portland offers so many advantages in a commercial point of view to the merchant, it is by no means devoid of attractions to the tourist. The town is rapidly developing and well laid out; there are avenues of trees in most of the streets: these are composed of handsome and comfortable houses, which if the place continues to increase as it has hitherto done, will soon cover a prominence. Portland has nearly doubled its population within the last fifteen years, and now contains about twenty-five thousand inhabitants.

It takes about fourteen hours to get to Quebec by the railway, which has just been opened. At first the road runs along a well-populated district, past fields of Indian corn, oats, potatoes, hay, &c.,; then it follows the course of the Androscoggin into the White Mountains, winding up romantic glens, pendulous forests, as though a mountain a thousand feet were not an obstacle to a locomotive in search of the picturesque. Of course the traveller does not at first fully appreciate the beauties of mountain scenery which he traverses so rapidly, and sees through a pane of glass; but in America he learns to be as much at home as at his own fireside, and before he leaves the country he can enjoy a landscape which he glides past at the rate of thirty miles an hour.

The woods consist chiefly of pine, oak, beech, and hickory, and it is evident that the vast forest opened up by means of the railway must prove a source of great wealth to the inhabitants; while the line itself must benefit extensively, by affording so ready a mode of conveyance to the sea, of timber from the interior.—*Blackwood's Magazine.*

AMERICAN JOTTINGS.

DARING ACT OF A COLOURED WOMAN.—Along certain thoroughfares in New York there run railway cars, drawn by horses, and plying as street-omnibuses for miscellaneous passengers. One Sunday, a coloured lady, named Elizabeth Jennings, who is a teacher in a public school and acts as organist in one of the city churches, presumed to get upon the outer platform of one of these cars for the purpose of riding to church. The conductor very much astonished at her presumption, tried, according to account of the affair in the *Tribune*, 'to get her off, first alleging the car was full; and when that was shewn to be false, he pretended the other passengers were displeased at her presence; but as she saw nothing of that, and insisted on her rights, he took hold of her by force to compel her. She resisted; they got her down on the platform, jammed her bonnet, soiled her dress, injured her person. Quite a crowd gathered around, but she effectually resisted, and they were not able to get her off. Finally, after the car had gone on some blocks, they got the aid of a policeman, and succeeded in expelling her from the car. She instructed her attorneys to prosecute the company, also the driver and conductor. The two latter interposed no defence; the company took issue; and the cause was brought to trial before Judge Roosevelt and a very clear and able charge, instructing the jury that the company were liable for the acts of their agents, whether committed carelessly and negligently, or wilfully and maliciously; that they were common carriers, and as such bound to carry all respectable persons! *that coloured persons, if sober, well-behaved, and free from disease*, had the same rights as others; and could neither be excluded by *any rules of the company, nor by force or violence*; and in case of such expulsion or exclusion, the company was liable. The plaintiff claimed 500 dollars in her complaint, and a majority of the jury were for giving her the full amount; but others maintaining the peculiar notions, as to coloured people's rights, and they finally agreed on 225 dollars, on which the court added ten per cent., besides the costs. Railways, steam-boats, omnibuses, and ferry-boats, it deserves our attention of blood to the head their effect is equally positive. They are also an unfailing remedy for asthma, if used in conjunction with Holloway's Ointment, which must be well rubbed into the chest night and morning.

HASZARD'S GAZETTE.

Saturday, June 9, 1855.

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The proprietor's letters with a continuation of "Jottings by the way" miscarried. Mr. Haszard has now returned, and will continue their publication in our next number.

THE ENGLISH NEWS.

The *Halifax Morning Journal* says: "The Royal Mail Steamer Africa arrived Tuesday, at four o'clock, in nine days from Liverpool, bringing dates to the 26th May, inclusive.

The detailed accounts of the progress of siege continue to refer to hand-to-hand encounters between the enemy and the Allies, in which the most determined bravery has been exhibited by the opposing parties—deadly struggles for supremacy in which the French and English have more than maintained their ground. But as to any prospect of a speedy subjugation of Sebastopol it appears to be as remote as ever.

The whole of the French reserve has left the Bosphorus for Kamiesch—an additional army of 30,000 men, including 1,000 cavalry, and this will raise the French force to 125,000 men. The British force in the Crimea is 30,000 strong the Turkish army at Eupatoria 50,000, and the Sardinian contingent 15,000—in all, 220,000 as fine troops as are to be found in the world. Omar Pacha is said to have declared that with the force under his command, supported by the New French reserve, he would not hesitate to march upon and occupy Simpheropol, and this force would leave in undiminished strength the army which is now before Sebastopol, carrying on the siege. With the means now at their command the Allies ought to be a match for Liprandi's army or any Russian force in the Crimea.

Seven regiments of English militia are told off for service in Ireland.

The officers and men of the Sligo militia have unanimously volunteered to serve wherever the Queen may call for their services.

It is reported that Admiral Lyons has written home to say many screw ships of the line as can be spared, in order that he may carry on certain important operations in the Black Sea.

A plan is spoken of in Paris to effect the destruction of the garrison of Sebastopol by famine. An expedition of some 40,000 or 50,000 men is preparing, it is said for that object.

One of the numerous suggestions made to the Duke of Newcastle was "hydraulic warfare," the plan being 20,000-horse steam power to force water from the sea or Crimean rivers with 10,000 horse or spouts, to deluge the trenches, pits, and men, there guns, fuses, rifles, gunpowder, &c., and to keep the men dripping wet.

The *Athenæum* believes that the scientific commissioners appointed to consider the feasibility of Lord Dundonald's plan for destroying the arsenals and fortresses of the Russians have reported in favor of the project, subject to certain conditions, which will have to be decided by military engineers.

The *Gazette of Police*, of St. Petersburg again publishes an order prohibiting any person from going to Cronstradt, unless on business.

Cronstradt has been declared in a state of siege. No person can hereafter enter the place without a special permission from the Governor.

Advices from Russia are very gloomy as regards money matters. The Government is forcing large sums out of all classes of people.

The English cruisers are said to have already visited the Aland isles several times, and to have sold to the inhabitants salt at a much reduced price.

The bulk of the English fleet was at Nargen. The crews were healthy. No new cases of smallpox had occured on board the Duke of Wellington or Arrogant.

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W. R. WATSON, Agent for P. E. Island.

Holloway's Pills, invaluable to persons afflicted with diseases of the Liver and Stomach.—The virtue of these Pills, having been tested in all parts of the civilized world, particularly by the Canadians, renders it needless to expatiate upon their merits; the thousands who have derived benefit from them in Canada being sufficient to convince the most incredulous. All those who are afflicted with liver and bowel complaints; indigestion, sick head-aches, and dizziness, cannot make use of a remedy so certain in its results as Holloway's Pills; for determination of blood to the head their effect is equally positive. They are also an unfailing remedy for asthma, if used in conjunction with Holloway's Ointment, which must be well rubbed into the chest night and morning.

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M'LANE'S VERMIFUGE.

☞No remedy ever invented has been so successful as the great worm medicine of Dr. M'Lane. All who have used it have been equally astonished and delighted at its wonderful energy and efficacy. To publish all the testimonials in its favor would fill volumes; we must therefore content ourselves with a brief abstract of a few of them.

Japhet C. Allen, of Amboy, gave a dose to a child 6 years old, and it brought away 83 worms. He soon after gave another dose to the same child, which brought away 50 more, making 133 worms on about 12 hours.

Andrew Downing, of Cranbury township, Venango county, gave his child one tea-spoonful, and she passed 177 worms. Next morning, on repetition of the dose, she passed 133 more.

Jonathan Boughman, of West Union, Park county, Ia. writes that he is unable to supply the demand, as the people in his neighborhood say, after a trial of the others, that none is equal to Dr. M'Lane's Vermifuge.

Messrs D. & J. W. Colton, of Winchester, Ind. happened last spring to get some of this Vermifuge. After selling a few bottles, the demand became so great for it, that their stock was soon exhausted They state that it has produced the best effect wherever used, and is very popular among the people.

☞ Purchasers will be careful to ask for Dr. M'Lane's Celebrated Vermifuge, and take none