did not feel himself strong enough to repress an evil which had grown to such an extent; for could he even have removed all the officials suspected of being accessible to bribes, where could he have found guarantees for the honesty of the new ones that would have replaced them? A centralized government is always an expense to government: to remunerate fairly the legions of officials, would cause a constant deficit in the imperial budget; he, therefore, did not interfere with the extortions of office. But Nicholas has a temper different from that of Alexander; he sees in the corruptibility of his officials a powerful check upon his authority, since he is aware, that out of his ukases are set at nought for a bribe by those who ought to execute them. The corruption of the officials is the only proof that even the power of the czar is not unlimited—he is unable to purify his administration. And this system of bribery does not stop with the authority of official hierarchy, nor is it uprooted by the authority of Nicholas who generally shows no mercy when a gross case of corruption is brought under his notice. Even the chiefs of the departments, the senators, and the most renowned generals of the army, can be bought; nor are they bought. Soon after the Hungarian campaign, three of the generals whohad distinguished themselves—amongst them General Sass, the mostintrepid soldier of the Russian Empire, whose personal bravery is beyond praise—were disgraced for pilfering, and for conniving at pilferings, in the commissariat.

THE SEA STONES OF RUSSIA.

Much disappointment, and not a little discontent, have been felt and expressed at the non-accomplishment of the great feats of naval daring by the magnificent fleet which entered the Baltic in March last, and is now again resuming its anchorage in the ports of England and France. In the construction of some of the ships, Charles Napier comes home with little credit and no glory. After the striking success which attended the assault upon Bomarsund, it was argued, and not without a fair show of reason, that a similar attack upon Cronstadt or Helsingfors would be equally successful. Subsequent experience, however, forces us to believe, that the conclusion so hastily put together, proved to be a most erroneous one. We have lately seen that the heaviest fire which our Black Sea fleet could bring to bear against the Russian stone walls, at the entrance to the harbour of Sebastopol, was comparatively ineffective. Some damage was unquestionably done to the open works of the enemy which were exposed to the shower of shells projected from the fleet, and in these works many guns were dismounted, and many men killed; but the Russian casemated batteries appear to have successfully withstood every endeavour that our ships could make to breach them. The only effect of the five hours' fire of the fleet upon the walls of Fort Constantine was to give them the appearance of being "pock-marked." Our shot in no instance had penetrated to a depth of more than twelve or eighteen inches in walls that are of twelve feet thickness. On the other hand, our ships suffered very materially from the red-hot balls which the batteries thickly pouring upon them, and several of them were repeatedly obliged to withdraw from the fight to subdue the flames which had been kindled aboard them. We see, then, that the stone walls of Russia are not such to be despised as the easy reduction of Bomarsund would have led us to conclude.

The fact is, that there were certain conditions connected with the reduction of Bomarsund, which do not exist in the case of any other of the great Russian marine fortresses. Bomarsund was built upon the brink of a channel deep enough to allow ships of the heaviest burden to lie immediately beneath its walls. A seventy gun ship could attack Bomarsund from the sea, could bring ships of the largest size, and metal of the heaviest calibre, to bear upon its batteries, within a range of 100 yards. It was not so at Sebastopol, neither would it be the case at Helsingfors or Cronstadt. Each of those fortresses is erected upon a shore so shallow as to be perfectly inaccessible to ships of any burden, except at a distance of 2,000 to 3,000 yards. Sir Edmund Lyons, it is true, contrived by an act of consummate daring to bring the Agamemnon within 700 yards of Fort Constantine, but in doing so, he exposed himself to extreme peril, and his example could only be followed by a single frigate, and a very few of the screw-ships of lighter draft of water. The Britannia and the heavier ships of the fleet were unable to approach nearer than 2,000 yards. At Cronstadt and Helsingfors the shores are equally shallow. Now, if the example of Bomarsund is to be taken as an indication of what may be accomplished by a fleet firing against stone walls at a short range, it is but just that the example of Fort Constantine, at Sebastopol, should be recorded as a proof of how little a fleet can do at a long one. The walls of Bomarsund crumble to powder beneath the broadsides of Admiral Chads at 200 yards range, but the walls of Fort Constantine were only partially demolished by the fire of Sir Edmund Lyons at 700 yards, and were scarcely scratched by the shot of the Britannia at 2,000 yards. It is obvious, then, that the superiority of a ship of war over a fortress, in the heaviest ordnance, is wholly dependent upon closeness of range. A stone battery, by firing red-hot balls, may set a ship in flames at a distance of 2,000 yards, but the broadsides of a ship at such a range are proved to be wholly powerless against granite walls. Now that these facts have been clearly ascertained, we certainly ought to feel more reconciled than we have hitherto manifested a disposition to be, with the non-performances of the Baltic fleet. After the experience recently gained at Sebastopol, it must be difficult for any man of candid mind to resist the conclusion that Sir Charles Napier would have acted with the utmost rashness, if he had risked the stupendous ships under his command in an encounter with those fortresses, which it was impossible for them to approach nearer than 1,200 or 2,000 yards. The same excuse cannot, however, be made for the Government. They were forewarned, when that fleet was about to sail for the Baltic in March last, that heavy ships would be of but little or no use in operating against the enemy in that sea. They were warned, again and again, that the only effective operation against the enemy's fortresses, and of getting at his fleet, would be by means of gun-boats, and of heavily-armed vessels drawing little water. Sir Charles Napier himself had more than once said to the Baltic, before he made an urgent demand to be supplied with boats and vessels of that description. But none were furnished to him; and all the summer long he has been left to "beat about the bush" with a fleet unquestionably of the biggest and finest ships in the world, but almost every one of which was wholly and ridiculously unfit for the particular service to be performed. Whether Sir Charles, at the age to which he has now attained, is the fittest man in the world to command a fleet, which, whenever it shall come into action, must fight under conditions with which he, as a seaman of the old school, is but little acquainted, is a question into which we shall not now enter. But when he is censured for the little he accomplished during the past summer, we must in candour declare, that we think the blame rests not with him, but with the Government.

We are told that the naval deficiencies of the past year in gun-boats and floating batteries, are to be amply redeemed by the new flotilla, which is to be launched in the coming spring! Let us trust that this may prove to be the case. The people of England certainly will not patiently submit to the imposition of further taxation for the purpose of this year, unless they receive an assurance, that Cronstadt early in the spring, shall be subjected to the same doom as that which is now impending upon Sebastopol.

LORD PALMERSTON'S PLAN.

The Premier has preached of peace to the gentles of Aberdeen, and the president of the Council has been at Oxford to encourage literary aspirants in writing a new History of England. The Home Secretary engages in lecturing the peasantry upon their bad habits, and setting forth a plan for their correction. Of these "lights" of the Administration, the last we think the most highly of. Lord Aberdeen repeats an old story, and Lord John Russell makes an impromptu new one; but Lord Palmerston applies himself to the eradication of evils that are at the root of the sin and suffering with which society is afflicted; and with an eloquence and persuasiveness that only require perseverance to ensure success. The Premier's speech delivered at Romsey is worth ten thousand such elaborate preachments as the Premier has delivered at Aberdeen and such lamentations for history as Lord John Russell has made at Oxford. The subject is homely, but everybody can understand and feel its force. We may pray for peace, but shall not ensure it, unless the spirit of those who are entrusted with the power of naval daring be, whilst the morals are corrupt and a man's home is not his chief resort, and his wife and children the chief objects of his care. Lord John Russell may do good by his pen; but none of all the historians combined, and his own to boot, to supply the literary desideratum he points out, 'tis books will do nothing, if men themselves are uneducated; and the drinking and smoking propensities of the poor are undermining all the moral that exist, and defying all the powers of the preacher. The pipe and the pot are the great enemies to all Christian improvement; but the abuse of that enjoyment occasions nine-tenths of the existing misery, vice and crime. Nine-tenths of the pauperism which we have to support is occasioned; and the drinking is the enjoyment of beer and tobacco. The criminals, for whose prosecution and punishment we are taxed to provide a fund, took their first degree in crime at the pot-house. "A little knowledge is a bad education and bad association in early life that corrupt the minds of men." This is the doctrine Lord Palmerston laid down in his speech at Romsey (as it needs must be), the progress of a movement in accordance therewith will be acknowledged. "All the good qualities of human nature—the qualities that make us love and bear—everything that tends to dignify our species—everything that tends to distinguish themselves in the condition in which they have been placed—these qualities have been most broadcast over the human race, are as abundantly distributed among the humblest classes as they are among the highest classes of the land. The child born in the palace is not essentially different from the child born the same as the child born in the cottage; and the latter may occupy, in afterlife, as honourable a position as the prince. But the poor man's child is often most neglected. The father is selfish, and spends the chief part of his earnings upon himself; the wife has to work in order to support the family, and as soon as possible the child is put out to work. All the influences from work to a home of wretchedness, a drunken father, perhaps, and a careless mother. He stays no longer at home then he can help. He shuns the home, and goes to the inn the worst of ways. "It is the duty of all parents," said Lord Palmerston, "to see that their children are well and properly educated; that they be early instructed, not merely in book learning, in reading and writing, and acquaintance of that kind, but instructed in the precepts which indicate the difference between right and wrong, and they are taught the principles of religion, and their duty towards God and man. Now, the way in which that can be done is by the father and mother building up their household upon that which is the foundation of all excellence in social life—upon a happy home. No home can be happy, if the husband be not a kind and affectionate husband, and a good father to his children. Bearing this in mind, he must say, that the cottage should be, too many men in the humbler ranks make ship-wreck—the tobacco-shop and the beer-shop. The tobacco-shop ruins his health and leads to all kinds of intemperance. The beer-shop ruins the drunkard is racked with pains in the head, and suffers continually from inpaired digestion. He has no more money left to give his family, whose peace to others with whom he is connected. Spending the best part of his earnings in dissipation, his wife and family have but little to subsist upon, and they are forlorn and complaining. Hence, quarrels arise; the wife says harsh, and irritating things, and the drunken husband beats her. The end of that family is deplorable. Contentment and comfort would encourage the labouring man to work out for himself a better and higher fortune. He is, to some extent, the master of his own destiny. There are many ways to happiness, but none are true ways that have not a chief reference to home.

That is the test of all pleasure and all enjoyments. They are false and pernicious, if they impede consideration for home and home fireside. It is there only that he can make his happiness. Industry there obtains its sure reward—labour there ensures its blessing. It is no fancy picture that exhibits the man and true of his home, dragging out his existence in squalid wretchedness, whilst his more thoughtful companion at the work-bench is living in a little tenement, which he has comprised with the four walls of one small room. As the child is trained, so will it grow; and surely there must be as great enjoyment in nursing the young child as in smoking tobacco, drinking beer, and listening to vulgar songs. Lord Palmerston directs the labouring man to high and honorable pleasures—the riches of the working classes. What can the utmost wealth of the proudest noble obtain more than happiness? He buys rare pictures, fine old china, valuable editions of books. The man whose wealth lies in his affections, may find pleasure as great in the cultivation of them, and in the affections of those with whose lie is connected. Lord Palmerston's plan is a good one.

GENERAL INTELLIGENCE

A SERIOUS STEAMBOAT DISASTER IN BOSTON HARBOR.

A disaster of rather an unusual and tragic character, occurred in Boston Harbor on Friday evening last, resulting in great loss of property, the death of three persons and the serious injury of several others.

CAPT. DONNOVAN'S STATEMENT.

The statement of Capt. Donnovan of the Ocean is as follows:

"We left our wharf at the usual hour (5 o'clock) and proceeded down to Long for Bath, Augusta, Hallowell, and other places on the Kennebec, having on board from seventy-five to one hundred passengers; it is impossible to say with certainty just how many, as the list and other papers were destroyed. At the time just before the collision, we were aware of the approach of the Canada, and knew that if she kept on her course, she would inevitably strike us; but as our lights were up, and our whistle blowing, we were confident that she saw and heard us, and would turn from her course; there was strong, cloudy weather, the steamers of Boston, Forest City and Eastern State, and a ship and brig—quite near us; we were trying to pass to the right, but the Canada bore directly for us, and we perceived this and continued a southerly course. The Forest City and Ocean were nearly side by side, perhaps the former might have been a quarter of a mile off. Finding that the Canada was fast coming upon us, and must soon strike us, we hailed her as loud as possible, calling upon them to put their helm hard to port; if they had complied, we should have gone clear, and the collision could not have occurred.

The lights of the Canada were displayed, but on she came, and those of the crew and passengers who were aware of the perilous condition we were in manifested the utmost consternation. The Canada seemed to stop a moment before the collision, or at any rate to lessen her speed. I was in the wheel-house with the pilots, and my wife was below with the shock took place, it was indeed awful; the bows of the British steamer struck us just abaft the larboard wheel, cutting a fearful chasm in our side and sinking the wheel to torrents; I immediately ran below to ascertain the extent of the damage, and to my utter horror perceived that the steamer was sinking, and that she was on fire. I took my wife on deck to give the necessary directions, when the most appalling spectacle met my eyes Men, women and children were running in all directions, shrieking for aid, and many threw themselves into the sea.

The flames had in a few moments made such a tearful headway, that there was no hope or possibility of extinguishing them, and as everything was dry and combustible, the fire spread with alarming rapidity all over the deck. The flames burned the rigging, interior of the boat, everything, in fine was a sheet of fire—all but a portion of the deck forward. I saw the perilous condition, and endeavoured, to the extent of my ability, to restore and preserve order, but was unfortunate in my success; I ordered the passengers all forward, as that was the only point of safety, and ordered the boats to be lowered instantly, with a view of saving the passengers and crew—Before the flames had made such rapid headway, the British steamer was able to back water and detach itself from our side.

I endeavour to assist the women into the boats first, but in some cases the flames prevented for a few moments, but all who remained, not having leaped overboard, were taken off. I got the ladies into the boats with great difficulty, but the wooden cover fell upon me, severely bruising my leg and side: I got as many people on board as I possibly could, but in doing so, was so lame I could not, I could keep the boat alongside, for some of those first in, being apprehensive that we were overwhelming it, attempted to shove off, but I retained my hold upon the boat with strength, having my coat torn off in the attempt. Finally, when as many as could with safety go in the boat were on board, it left us. I jumped into another boat, and was enabled by my eyes to the utmost in picking up the poor beings who were struggling in the water. We filled our boat and put them safely on board a steamer, then returned and resumed our work of picking up others; this we continued till our boat had been filled three times.

All this time other boats were as busy as our own in picking up persons from the water, and when we had filled our boat for the third time, there was not another human being to be seen; we believed that all had been thus rescued, for we had seen many persons leaping overboard at first, and then got on board the Forest City. I believe that the three dead bodies taken up are all who have perished, but it is impossible at this time, to say with any degree of certainty. The cause of people rushing aft and jumping overboard at first, was probably, because the steamer struck us about the after engine. Among the list of the persons picked up was Mr. Kimball, clerk of the boat. Several of those rescued had life-preservers on.

The last person rescued from the wreck was a man who hung in the rigging or clung to the wood-work on the bows, while the flames rolled all around him; he was taken off safely. The crew have perfect order after the collision took place, it is quite probable that there was time enough to have taken off every soul with safety. There were, probably, as many as twenty small boats engaged in the rescue of persons from the water and wreck. Charles Pope, a colored passenger, who was saved, was so badly injured that his recovery is extremely doubtful. His wife was also badly bruised.

In less than an hour from the time the fire broke out, the Ocean was burned to the water's edge. The hull of the wrecked steamer was grounded on the flats, and burned—about thirty men and boys were employed on board the Ocean as her crew. I have sailed 19 years, and this is the first accident I ever met with. The Canada steamer escaped from the collision, but did not sheer out of her course as she should have done, the accident would not have occurred."

The Canada arrived up this morning. The following passengers of the Ocean got on board of her at the time of the collision: Mrs. M. Coob, Mrs. Sullivan, Mary Lander, Fogerty, Mary McFarlane, Mrs. Lippe—and 3 females, Master W. H. Clifford, of Winslow, Me. They were brought to this city.

The Clifford boy is at the residence of Rev. Mr. Ryder, in Roxbury. Mr. Ryder and lady were on board of the Canada, on their return from Halifax. The boy will be clothed, and sent home on Monday. He is not injured.

One lady on board the Ocean with great presence of mind seized an egg box, lifted it over the rail of the vessel and threw it overboard and then with a bound landed on top of it and paddled about until she was saved by the boats.

The passenger of the Ocean who was rescued by the Forest City, stated that he lost $350 in money while in the water.

FIRE AT NEW YORK.

New York, Nov. 21.—The extensive gas works of the Manhattan Company, at the foot of West 17th street, took fire this evening, and the firemen cannot approach the spot. Fortunately, 17th is surrounded mostly by shanties. At 11 o'clock, the conflagration is raging, and will probably extend considerably.

Later from Havana—Reported Excitement.

New Orleans, Nov. 21.—By the arrival of the steamship Black Warrior, we have been put in receipt of Havana dates to the 16th inst.

The *Delta* says, it has received information from an authoritative source, to the effect that the inhabitants of Cuba, generally, were in a state of the wildest enthusiasm, and contemplated an important rising in the course of a few days. The same paper publishes a bold and energetic proclamation issued by the Cuba "Club of Terrorists."

The Governor of Trinadad is reported to be held a prisoner by the Cubans.

The total number of deaths in New Orleans, from yellow fever, the past week, was 36.

ARRAIGNED FOR SENDING A CHALLENGE.

Quebec, Nov. 21.—This afternoon, Mr. John Gleason, an advocate, was brought to the bar of the House of Assembly, for sending a challenge to Mr. Cassatt, a member of the House. The cause of offence was a question put to Mr. Gleason by Mr. Cassatt before an election committee. Gleason, on acknowledging his error, was discharged.

The Hamilton (Canada) *Spectator* says that there was another collision on the Great Western Railroad, near Woodstock. Both locomotives were smashed, but no persons were injured. A public meeting has been held at Woodstock, denouncing the management of the Road, and calling for searching examination into the same.

The British steam frigate Virago, frigate Pique, and Discovery ship Plover, had arrived at San Francisco.

Dates from the Sandwich Islands are to the 12th October. One French and two British ships of war had arrived at Honolulu.

It is said, there are about three thousand negroes entitled to vote in New York City under the provision of the State Constitution, which requires a coloured man to have been three years a citizen, and possessed of freehold estates of the value of $250 free of all debts, and upon which a tax shall have been paid.

A handsome bronze statue of the Duke of Wellington was lately erected in a commanding position, in the centre of the market place, yorkshire, in England. There was a large procession of citizens, headed by the Mayor and Town Council, and the ceremonies were witnessed by from 15,000 to 20,000 persons.

High Price for an Advertisement.—The N York *Tribune* says, the sum of $861 has been paid for every insertion of an advertisement in its weekly paper—at the rate of fifty cents a line. We think it highly probable that it was a good investment of money even at that high price. But when we have the matter compared with the whole number, have yet learned the importance of advertising.—*Telegraph.*

Examination made at Auburn, N. Y., showed that out of nine hundred convicts, only fortyseven had ever been in the Sabbath school, and of these only seventeen had been regular scholars.

Rev. T. R. Cressey, Baptist Missionary, Minesota states, that in his region, which last spring contained fifteen hundred inhabitants there are now eight or ten thousand.

The Express says it is a common practice in New York to smoke while attending a funeral. It is always long files of persons with cigars in their mouths following a hearse.

The whole number of deaths from cholera in N. Y. from June to October, of the present year, was 2428.

Three other Sisters of Mercy have arrived in Dublin from Cork, on their way to the East, as nurses for the wounded.

200 men each from the 1st, 2nd regiment of Life Guards, and Royal Horse Guards Blue, have been paid for every discharge, and have volunteered in readiness to proceed to the Crimea.

The Second Somerset Militia, 900 strong, at Cork Barracks, have unanimously declared their readiness to volunteer for active service in the army, should the Queen call on them to do so.

Repeal of the Usury Laws in Great Britain.—The repeal of the usury laws in Great Britain has been accomplished at the recent session of Parliament. The act by which this is effected is known as ch. 90, 17 and 18 Victoria, and is now in operation. It is now lawful in Great Britain to loan money at any rate of interest, and on any 'description of property, either real estate or otherwise. The bill passed the House of Commons on the 5th of August but Lord Campbell, Lord Brougham and the Lord Chancellor were all amongst the supporters of the bill.

A Hotel among the Thousand Islands.—Captain Thomas, the popular captain of the steamer Ontario (American Line), is at present contemplating the erection of a large Hotel among the Thousand Islands, at the Lower end of the Wolf's Island, and opposite the Alexandria Bay. There is not a more delightful retreat in the continent during the summer months than that formed by the Thousand Islands of the St. Lawrence; and the enterprise of Captain Thomp will no doubt be the means of making the beauties of this Northern Archipelago more far-famed than ever. Setting aside the scenic loveliness of the place, the hunter, angler, and sportsman will know that it abounds in game, fish, &c., in as great abundance as can possibly be desired. As a summer retreat there cannot be the slightest doubt of the success of the enterprise being highly remunerative.—*Whig.*

An affray took place afternoon of November 20th, at the Sailor's Boarding House of John Butcher in North Street, Boston, during which Richard L. Leet, was mortally stabbed by James Kelly, in consequence of which he died in a few minutes afterwards. Leet was the second mate of the ship *Staffordshire*, when that vessel was lost, and had recently shipped as second mate in the newship John Elliot Thayer. Deceased was a native of Guysboro, N. S.

Never light your match before your fire is lighted.

HASZARD'S GAZETTE.

Wednesday, December 6, 1854.

There was a general complaint in the market on Saturday last, that one effect of the Reciprocity Treaty had been to lower the price of pork in the New Brunswick market. This was, however, we think, to be expected. In these times of sharp competition, there are always such numbers of speculators upon the look-out for a change of price in the articles they have on hand, that the removal of the duty in St. John, N. B., having caused the price of pork to be reduced to a amount of the duty, occasioned probably a rush into the market of a quantity of American pork, of that description perhaps which is known as "clear shear." But let this be as it may, the use we shall make of the report will be to impress upon the minds of our Agricultural and Commercial readers, that, upon all approximations to free trade to the withdrawal of duties or restrictions of any kind, there inevitably results a derangement of the market, affected by such changes, and that it will be some time before it regains its normal or natural state. But that such will be the case sooner or later, they need have no fear, and it becomes them well to consider, what they will do under the circumstances. It will be a question whether as regards that particular article, we can compete with the Americans upon equal terms. They have much greater facilities of fatting swine than we can possibly have for some time to come. Every farmer is possessed of an orchard. In the Northern States it consists of apples, pears, plums and cherries; in the Southern, of the same fruits, with the addition of peaches, plums and nectarines. Whether in the Autumn, the animals are turned loose, and are fattened by the windfalls and prematurely ripe fruit, occasioned by the punctures of insects. Vast quantities of meat are thus produced, and at a much lower rate than they could be, if fed upon grain and potatoes, independently of the saccharine nature of the fruit, which is productive of fat and not of lean meat. Whether, however these Americans can produce equally good and well-flavored hams and bacon, is a point which we ought to have thoroughly investigated. It is one thing to produce a marketable article, and Merchants should never lose sight of, that is, never to send to a foreign market any description of produce, whether in its raw, or partially or fully manufactured state, unless of the best quality, and properly put it. A highly intelligent friend, capable of just discrimination, and one willing to see the Island prosper, observed to us, that the quality of the potatoes of potatoes from the Island were not more particular in the quality of the article sent. All kinds are mixed together, the consequence of which is, he was constantly hearing from Argyle Yarmouth, &c., are commanding four and five shillings per bushel for their potatoes, the Island vessels get but three, and three and six pence. It is always better if possible to produce, not to ship raw produce of a perishable nature at all, if it cannot be done in the best possible style. The risk is in all cases great, and freight being paid on the whole of the articles shipped the same rate, it is decidedly a loss in this respect, to send the inferior article instead of the best. In addition to this, when a name is once made for a good article, it is difficult to get rid of, whether it be a good or bad one. Much of the above may seem common-place, but these hints are necessary now and then, in order to keep producers on the alert, and they are more necessary in good than in bad times, for we are apt to be careless and negligent in the former rather than in the latter.

The Late Mr. John P. Love.—Few men have lived a more irreproachable life, or left behind them a fairer reputation than he whose name is prefixed to this notice. Though possessing in comparatively humble sphere of life, afflicted with a delicate of health, and the consequences of an untoward accident in early life, he was in a great degree compensated for these misfortunes by his having been endowed upon him a temperament highly susceptible of the charms of poetry. It is one of the great blessings of a mind so constituted, that it can shed light at times the dull realities, sorrows and vexations of common life, and revel for a while in a world of its own making, instead of the world around it. It is to be trained, that its aspirations are directed to that state of being in which the spirit has become emancipated from the prison of clay who will venture to affirm that the lyrical productions of the late John P. Love had a foretaste of those joys which his genuine, unsafflicted spirit will have procured for him the eternity? Although it is the most unpretentious memorial of his genius in attestation of the fact, Mr. John Love was a Poet in the true sense of the word, and many of his lucubrations would have, if they met the public eye—give evidence that he was such. There is a delicacy of thought, combined with strong religious feeling pervading his poetic efforts, which give a certain degree of nothingness softness to most of them. He prided himself upon being—what he really was—a true Son of Temperance, and in all there latious of life, he was mild, upright and unselfish a man, whose memory will be fondly cherished by those who were acquainted with his genius or his virtues.

LIVER COMPLAINT.

☞The only remedy ever offered to the public that has never failed to cure, when directions are followed, is M'Lane's Liver Pill. It has been several years before the public, and has been introduced in all sections of the Union. Its sale has been used, it has had the most triumphant success, and has actually driven out of use all other medicines. It has been tried under all the different phases of Hepatitis, and has been found equally efficacious in all.

☞Purchasers will be careful to ask for *Dr. M'Lane's Celebrated Liver Pills*, and take none else. There are other Pills purporting to be Liver Pills, also his Celebrated Vermifuge, can now be had at all respectable Drug Stores in the United States and Canada.

Died,

At Stanhope, on the 5th ult., after a long and painful illness, which he bore with patience, fortitude, and christian resignation to the Divine Will, Mr. Cornelius Higgins, in the 74th year of his age, leaving a large family and a numerous circle of relations to lament the loss of an affectionate parent, and a good member of society.