

PARLIAMENTARY SPEAKERS.

The fifth of dramatic and rhetorical lectures, given in alternate conjunction by Mr. Sheridan Knowles and Mr. Mulock, at Kensington, was delivered by the latter gentleman on Saturday, having for its subject the rise and progress of oratory in the Parliaments of the United Kingdom.

- Lark, surv. sch. Lieut. Com. T. Smith, (d.) North America and West Indies.
Niagara, 20, Capt. William Sandom, Lakes of Canada.
Pickle, 5, sch. Lieut. Com. F. B. Montresor, N. America and W. Indies.

The Colonial Herald.

SATURDAY, SEPT. 24, 1842.

The Royal Mail Steamship ACADIA arrived at Halifax from Liverpool, on the 16th inst., after a passage of something less than 124 days. By this conveyance we have received both London and Liverpool dates to the 4th inst.

A telegraphic dispatch from Marseilles, dated the 30th ult., announces the arrival at that place of the overland mail from India. The intelligence it brings painfully confirms the apprehensions which were excited in the public mind by the last accounts from Jellalabad.

"The Great Liverpool, which arrived this evening at five o'clock, with the dispatches from India, brings the following news from Jellalabad, and from the camp of General Pollock. They are dated the 23d June, and are of the most dismal description. Sickness, extreme heat, the want of food, and the simoons are destroying the army. The discontent and the inaction in which the army is left are at their height."

"The Governor General has given full permission to General Pollock to act as he may think proper."

"Symptoms of mutiny have shown themselves among the Sheiks."

"The news from Candahar is to the 11th of June, and is without interest."

"Nothing important has taken place in China. It is said that the Emperor has fled into Tartary."

"The preparations for marching upon Chapoo were completed; but the army remained in a state of inaction, and seemed to be completely overcome by discouragement."

"[By the details received just as we were going to press, we find that the statement in the French telegraphic despatch, relative to the sickness of the Indian army, is untrue.]—European."

Another cloud has lowered over the brilliancy of the British Arms. In our present number we have not only to record disasters which befell our troops in India, but we have to chronicle the particulars also of a reverse in South Africa.

By the arrival of papers from the Cape of Good Hope, to the 18th of June, we learn from the official report of the commanding officer of the British troops at Port Natal, that the detachment dispatched from the Cape to suppress the outrages of the Boers of that settlement has been defeated with considerable loss.

Having received an insolent requisition to withdraw the British troops from Port Natal, which was succeeded by the "lifting" of a considerable number of cattle belonging to them, Captain Smith, of the 27th Regiment, the officer commanding, determined to attack the camp of the Boers at Congella, where they had collected in great force.

The insignificance of the detachment, however, as compared with the force to which it was opposed, and the non-arrival of the boat containing an howitzer and an artillery officer in time, compelled Captain Smith to make the attempt under great disadvantages.

These, added to other casualties, compelled the British detachment to retire with considerable loss. The Dutch encampment was 600 strong when the troops arrived, and afterwards obtained a reinforcement of 200 men. The Boers are said to be able to muster 2000 men.

The chief Panda had sent to offer Captain Smith his services, which, although declined in the first instance, will now, most likely, be accepted. Other native leaders appear equally disposed to assist the British forces.

The detachment at the disposal of Captain Smith consisted only of 1 subaltern, and 17 privates of the Royal Artillery; 1 subaltern, 1 sergeant, and 2 privates of the Royal Sappers; 2 captains, 2 subalterns, 5 sergeants, and 100 rank and file of the 27th Regiment; and 2 mounted orderlies of the Cape Rifles.

We regret to find that Lieutenant Wyatt, R. A., was killed, and the two captains of the 27th severely wounded. It appears from letters, that the encampment of the Boers is distant about three miles from the entrenchment of the troops, in a westerly direction, and that the road and approaches to the fortifications of the Dutch have mangrove trees on one side, and the water on the other.

No sooner had the troops arrived at Congella, than a murderous fire was poured upon them from behind these trees, not an enemy being in sight. The troops returned the fire, but of course with little effect, and the engagement lasted three quarters of an hour, when the detachment was forced to retire, leaving two field pieces behind it.

The news from France during the last fourteen days, has not been altogether devoid of interest. There were two or three warm debates, both in the Chamber of Peers and Deputies, on the Regency bill, which was finally passed by both houses in the form as brought forward by the Ministry.

The Chambers have been prorogued until early in January. The King and family have taken up their quarters at Eu. The Royal ordinance, promulgating the Regency Bill, appears in the Monitor of Wednesday. A letter from St. Petersburg, in the Augsburg Gazette, confirms the reports in circulation of the complete failure of the Russian expedition in the Caucasus, under General Grabbe.

The loss of the Russians is estimated at 6000 soldiers and 80 officers. Austria has lowered her duties on raw cotton.

TURKEY.—Advices from Constantinople to the 20th ult. have been received. Letters had reached that capital from Trebisond, stating that the Persian troops had suspended hostilities along the Turkish frontier. The energetic representations of the envoys of Great Britain and Russia had induced the Schah to adopt that resolution; there was consequently every hope that the difference which had arisen through Persia and Turkey would be amicably adjusted through the mediation of those two Powers.

The Porte had transmitted orders to the army on its way to Bagdad to suspend its march. Nevertheless, letters from Erzeroum mention that a Persian force had invaded the province of Van.

The intelligence from the United States, and the arrival from thence, by the Great Western, of a special messenger with the treaties for the settlement of the many pending questions between England and America, is considered favourable, and the latter event has given universal satisfaction.

In our last number we had the good fortune to furnish exclusively to the American public the fact, that the splendid steam ship Great Western, which has so often ploughed the vast Atlantic with such wonderful exactitude and regularity, was about to be withdrawn from the trade, and the company dissolved. Subsequent circumstances fully testify the truth of our announcement. From statements made during the last ten days, it appears, that she is intended to perform all the voyages for which she has been advertised, and then she is to be sold, together with the whole of the establishment belonging to the company. It is reported that the concern has been anything but a flourishing one, and at the present time is indebted in a sum amounting to nearly £40,000.

The building of this, £15,000 are owing to their bankers. The building of the large iron ship belonging to the company has been suspended, and it will require about £15,000 to complete her. The subject of Atlantic steam navigation is now attracting much attention in England, and it becomes daily more evident, that no company can withstand the cost, unless backed by government contracts.

The West India mails are again to be transmitted by sailing vessels. The miserable and gross mismanagement which has, throughout, marked the movements of the Royal mail steamers, has given such dissatisfaction, and the complaints to Government have been so loud and frequent, that the contract is to be broken up.

Since the Caledonia sailed, we have had no less than three steam arrivals from America. First, the British Queen, at Cowes, in fifteen days, next the Great Western, at this port, in thirteen days, and next, the Columbia, at this port, in nine days and a half, from Halifax.

In our last it was our painful duty to record a series of the most violent popular movements in the manufacturing districts, and it is with some degree of pleasure that we have now to state, that violence has almost subsided, and though in many of the manufacturing towns the workmen still remain out, yet, it is gratifying to know that the quarrel now is one only between masters and men; not partaking in the least degree of a national character. The cry of the mob now is, "more wages, and not the Charter or no work."

A number of the poor deluded men who took a leading part in the recent disturbances have been apprehended, and it is expected that a special commission will be shortly granted for their trial. It is expected that in a few days all the hands now out will return to their employment.

The prospects of trade have not undergone much change since the sailing of the Caledonia. The Liverpool cotton market has at times been rather animated, but the continued unsettled state of things in many of the manufacturing towns has militated much against its becoming firm and permanently active. Prices have receded a little during the last few days, but only let the hands at present standing out for a higher rate of wages, return to their occupations, and there is not the slightest doubt, but that they will soon rally again.

Many of the Manchester houses have orders on hand which they are at present unable to execute, owing to the difficulty there is in getting the work done. The London Money Market has not during the past fourteen days presented any feature of striking importance. The news from India, so far as it was known in London yesterday, had not much effect upon it. The opinion generally being, that the French authorities had thrown a dark colouring over it.

The London and provincial papers during the past few days have been filled with matters growing out of the Queen's visit to Scotland. She left Windsor very early on Monday morning last, and embarked at Woolwich, shortly after seven o'clock, in the Royal George. Her departure was attended with great pomp and ceremony. She arrived at her destination in excellent health and spirits on Thursday last.

Preparations on the most lavish scale were everywhere made to render her Majesty's sojourn in Scotland as brilliant as fancy could desire. In Edinburgh, at Granton, Taymouth, Seone, Perth, Drummond Castle, Dupplin, and other towns and mansions destined to the signal honour of a visit, nothing expressive of enthusiastic loyalty which art could frame or wealth provide had been forgotten.

On Friday, for the evening of which day a grand illumination had been prepared in Edinburgh, her Majesty would hold a levee at Holyrood Palace. Saturday had been reserved for visiting the lions of the capital, and on Monday the royal party proceed northward to partake of the magnificent hospitalities and to enjoy the sports prepared by the Marquis of Breadalbane, Lord Willoughby d'Esreshy, and other noblemen whom it is her Majesty's pleasure to honour with her presence. After this circle has been completed, the illustrious strangers will re-embark for England. Scotland hardly knows itself in consequence of the honour of this visit. The people have been most enthusiastic in their greetings, and ink and gunpowder have been in constant requisition.

The ship Cheshire, which arrived at Liverpool from the Mauritius, brought home the orphan family of the late Lieutenant. Sir Lionel Smith, the melancholy details of whose death, and that of his wife, Lady Smith, were published a short time since, both having died within three days of each other in the month of January last. The young Sir Lionel has just entered his ninth year.

Mr. Longman, the celebrated publisher of Paternoster-row, died on Monday at Hampstead.

Lord Auckland, the late Governor-General of India, has arrived in England.

We have heard that a hundred of the oldest captains in the navy, not under sixty years of age, are to be allowed to retire with the rank of rear admiral, on twenty shillings per diem.

The notorious Vidocq, whose memoirs excited so great an interest some few years ago, and who has, for some time past, been employed in recovering debts, &c., has been arrested, with one of his clerks, named Gouffe, for illegally confining an individual and compulsorily obliging him to execute certain deeds.

The trial of the lad Bean, for attempting to injure the person of the Queen, has taken place at the Criminal Court. After a trial which lasted some seven or eight hours, he was found guilty on one of the counts against him, and sentenced to eighteen months imprisonment in Newgate.

LIVERPOOL TIMBER MARKET.

FOR THE MONTH ENDING AUGUST 31. PINE TIMBER.—The business of the month has been dull and limited. The imports continue to arrive sparingly, and the cargoes, with one or two exceptions, have either been held in bond or stored, for importers' account, to await the operation of the duties in October.

The falling off, as compared with last year, is daily more remarkable, there being at the present a deficiency of 61,316 tons to some period in 1841, and on an average of the last 4 years, 42,278 tons. The sales have chiefly been by retail. Of Quebec, at 13d for middling, to 14d for best quality, and of the new arrivals, a parcel of 22,000 feet, with cargo, at 14d per foot. Of St. John, one cargo of 39 feet average, was sold by auction at 13d to 17d, or 14d per foot average; and a cargo of St. John, with one of Dalhousie, at rates which have not transpired. The Load of a vessel, from St. John, being of large size, and first quality, was sold at 21d per foot, and another, of 9,000 ft. a part, at 20s.

NEW BRUNSWICK AND NOVA SCOTIA PINE AND SPRUCE PLANKS.—By auction, a cargo of middling Spruce and Yellow, from St. Stephen's, was sold at £8 2s 6d to £8 7s 6d for the former, and £8 5s to £8 10s for the latter; and, by private, a similar cargo of not so good quality at £8, all round.

LATHWOOD.—St. John has been sold by auction at £4 15s per fathom.

ARRIVAL OF THE MAIL.—Owing to the existing arrangement which requires the Steamer St. George to run once a week to and from Miramichi, touching at Bedeque, once a fortnight, both going and returning, and the length of time allotted to this service (about four days), weekly, the last English Mail for this Island was detained in Pictou (although sailing vessels were almost daily arriving from that Port) from Saturday until Thursday last—nearly half as long as it took in crossing the Atlantic! And to make the matter worse, it so happened that the Steamer was, on Thursday, appointed to cross from Pictou to Georgetown, returning to Pictou the same day—which service she is also required to perform once every fortnight. Under these circumstances, measures were taken, we understand, to have the Mail forwarded to Charlottetown by land the moment the Steamer arrived. By some mismanagement, however, the Mail-bag containing all the English letters, together with the Ameri-

can and Colonial newspapers and letters, was left behind, and was not received here until yesterday afternoon. Under the former regime, the English Mail has frequently been received in this Town in little more than twenty hours after its arrival at Halifax. We trust, therefore, that measures will immediately be taken, in some quarters, to obviate the recurrence of a similar inconvenience, and that the Mail will, in future, be received here in something less than six days from Pictou.

TO THE EDITOR OF THE COLONIAL HERALD.

Sir:—Having observed in your last number a communication bearing the signature of CRITIQUE, I take upon myself to address you as well as matter for him. As I was the author of the article, and not of the first, I would beg to inform him, that the article must be very dull, when he conceives that the only objection against him he writes have both "emanated from my brain." If he ever made a mistake in anything, he has certainly made it in his late conjecture. It certainly appears to me that CRITIQUE has arrived at a misconception on his part of the true origin, and I am certain that to "trace these articles to their true origin," will take a man in possession of more brains than he possesses.

I hope, Mr. Editor, you will excuse me if I intrude a few of your valuable columns; for as Mr. CRITIQUE has done so by his article, that the Licensed Teachers of Prince Edward Island wish to arrogate to themselves the dignity of the public in general that no such sentiment was introduced in the articles in question; neither do I intend to occupy any column of a paper about nothing, and then, with the spirit of an egotist, to exclaim, "This is no exaggeration, the articles, and see in variety of expression, what I have said in few words!"

Now, Mr. CRITIQUE invites the attention of yourself, Mr. Editor, and the people of Prince Edward Island, to examine the production or position of this Solon, as he calls him—(well he had the head of a Solon!) After descending on a part of the articles, he (Mr. CRITIQUE) says, "such unparliamentary language calls for the severest rebuke." But what presumption has he to misconstrue a publication, and then dare rebuke any man. Away with such rebukes! I am not aware that either of the communications which was signed A LICENSED TEACHER, were or are superior to the Ministers of the Gospel, or more intelligent than the Counsellors and private gentlemen of any country. I do say, that I hope there are not many of us so ignorant as the intelligence as Mr. CRITIQUE. Notice the manner in which he animadverts on the Licensed Teachers of this Island, and the Editor, the articles to which I am replying are a fair specimen of the productions of the intelligence of the country, and dignified with intellectual condition, and the prospects of its rising ground. I would say to Mr. CRITIQUE—"Friend! cast the amount of thine own eye, and do not pretend to criticise upon articles you are not able to correct, should you make an attempt to do so. I hope you will not expose your good sense by agreeing with the word rhetoric to writing, but go to your study and labour. I should not have written so satirically as I have done, if Mr. CRITIQUE were so ready to misconstrue, and so ready in the act of criticism."

But, to conclude my remarks to Mr. CRITIQUE, I should like him not to manifest a spirit against those who are attacking him, for it would appear so, by his noble production, and careful how he uses the names of "Brethren of the bar, and pedagogues." I suppose he has often been the victim of a rod, or he could not remember the name so well; but I inform him, that some of us Licensed Teachers have a method of imparting instruction that that of severity; and he may wish to assume the character of a gentleman, and be acted in a gentlemanlike manner. If he be not satisfied, let him person to advocate his own cause, let him, like a friend, state the cause himself; such reasoning, Mr. Editor, for a man to see to his own interest, but to leave it to the care of others, I am sure we want better demonstration than this, and if we have been so prominent in the House of Legislature as Editors, for the last ten years, as Mr. CRITIQUE tells us, I say that of its being made better, it has evidently been made worse, if Mr. C. wants men of high standing in society, let him try to let him try to obtain for us or for their larger number, the Treasury, and then, according to his own logic, let him manifest that spirit which he ought to do.

Hoping that my brethren, the Licensed Teachers, will be daunted by the unkind manner in which Mr. CRITIQUE has applied, but that they will put forth every nerve, and do not let their character, as he seems to be wont to do, be impeached by the Teachers in this Island are respected fully for their merits."

I am, Mr. Editor, Yours respectfully, A LICENSED TEACHER.

Sept. 22d, 1842.

TO THE EDITOR OF THE COLONIAL HERALD.

Sir: In travelling lately through some parts of this Island, my attention has been particularly drawn to the manner in which the Roads are laid out and made throughout the Island. My remarks are intended, however, especially to refer to the planning of them—leaving their execution to be discussed by some more scientific hand.

As Roads are intended to facilitate communication, and the transaction of business, the main object is to ensure the greatest ease and speed, by the smallest expenditure of money. But, as readiness of communication is the great object to be attained, cheapness of construction must necessarily be sacrificed to this, and a larger expenditure incurred, otherwise desirable. But all these considerations have been utterly disregarded in the system of Road-making hitherto pursued in this Island. I call it a system, because there is a regularity observable throughout the Colony in the manner of making Highways, which, considering their badness, is truly remarkable.

The principal fault of which I complain—and one which has struck me in every part of the Island, where the system of the ground would permit—is, that the Roads are made over the very summits of the hills, and down the very bottom of the valleys. The evils of such a system are so obvious, that it is surely a matter of astonishment, that the practice is still so universally continued, and that the Commissioner—at least as far as my observation has extended—has had the courage to break in upon it, and to adopt a better method.

In the first place, the inconvenience in travelling over Roads is immense. One can neither travel up nor down at any tolerable rate, especially with a load. If one goes up with a carriage, if there be anything of a load, more than one person, one must get out and walk; and if one goes down, one must either risk his neck, and his horse's, by going on the gallop, or creep down as slowly as a snail, crawling up. Besides the time lost, the labour of travelling on such Roads is more than double that undergone on level Roads, or one but slightly varied.

Another argument against such Roads is, that they are more expensive than level Roads. Even in the first instance of making them, they are nearly as costly as Roads made on a hill, as it is round it. But it is in the subsequent repairs—in keeping them in repair—that I consider such Roads to be the most expensive. In Nova Scotia, and in New Brunswick, they wear away infinitely more than level Roads, and the peculiar lightness and sandiness of the soil, and the therefore very easily gullied, and swept away by the force of water.

And as for having straight Roads, nothing, as far as Roads generally in this Island are concerned, could be more trifling than urging this as an argument, for it is well known two miles together of a straight Road in the Roads of this Island generally, to avoid the hills, would not be less than a distance of all materiality. In a country so little level as this, so slightly elevated as this, it is most absurd and unnecessary to have the Roads so uneven as they are; and it seems, in many cases, as though care had been taken to make them as much so as possible. In Nova Scotia, and in New Brunswick, the main Roads are nearly all of this more irregular, the main Roads are nearly all of this or so slightly undulated as to cause no inconvenience.

The great argument against any alteration in the present course, the expense. But, Mr. Editor, the money which is expended in the present course, the expense. But, Mr. Editor, the money which is expended in the present course, the expense.

TRUE TEST OF A LEGISLATOR.—What a man is in private life—such in intention at least will be his public politics.

The man who devotes himself in his own neighbourhood to seeking out and relieving distress—who spends little on himself, and much on the poor around him—whether by actual charity or by such employment as is but charity disguised—the man who is considerate to those whom he employs, and never breaking a promise—never leaving a debt unpaid—never even deferring its payment, as knowing that what is a trifle to him is of painfully vital importance to the poor workman or tradesman who has to wait his convenience—the adviser, the instructor, the benefactor, the peacemaker, of his neighbourhood—such a man, we know, however he may err in his judgment, will yet be in heart legislating for the good of the people. We may not be convinced by what he says, but we shall know that it comes from the heart. On the other hand, the idle, careless, self-indulgent spendthrift—who lives himself luxuriously upon the resources of the country, though it puzzles the world to say how or why—the man who does nothing—makes nothing—earns nothing—gives nothing—the mere consumer, who throws away money, for which neither his ancestors nor himself have furnished an equivalent, in purchasing for himself ease or notoriety—in dinners, or horses, or gambling, or debauchery, or in bribing his way into a seat in parliament—such a man, we know, whether on the right side or on the wrong, whether dull or plausible, whatever extent of sentiment he may indulge in, whatever well-chosen measures he may advocate, he is a humbug, is a man who cannot be doubted to be pursuing, in the speeches of his public, what he has pursued in the deeds of his private life,—mere self-interest.—Times.

RULES FOR CONVERSATION.—Bentham for himself had made it a rule to avoid as much as possible discussions whose results would leave matters where they were, with the risk of annoyance to both parties in the progress of the discussion. Endeavour, he said, to ascertain the opinions of others who are strangers to you, before you venture to introduce your own. Introduce them not if their opinions are so remote as to be irreconcilable with yours. Say "not I have a right to proclaim and defend my opinion." What is the English of all that? I have a right to give pain—to make enemies—to have backs turned and doors shut against me.—Tail's Magazine.

STATIONS OF H. M. SHIPS IN COMMISSION, IN NORTH AMERICA AND WEST INDIES.

- Carroll, 2, st. v. tender to the Illustrious, Bermuda.
Charrybide, 3, brig, Lieut. Com. J. A. McDonald, North America and West Indies.
Crocodyle, troop-ship, Com. T. Elson, North America.
Electra, 18, sloop, Com. A. Darley, N. America.
Fair Rosamond, 2, Lieut. Com. A. G. Bulman, N. America and West Indies.
Flamer, 6, st. v. Lt. W. Robson, N. America and West Indies.
Gleaner, 1, st. v. Lt. Com. J. Jeayes, N. America and W. Indies.
Hydra, st. fr. Com. A. Murray, N. America and W. Indies.
Illustrious, 72, Capt. J. E. Erskine, N. America.