

and across the entire neck of land from the Bay of Catalioe to the Bay of St. Louis, of sufficient width and depth to admit of boats being brought up from the lake."

The canal, as I have stated, being finished on the 6th, it was resolved to lose no time in making use of it. Boats were accordingly ordered up for the transportation of 1,400 men; and Col. Thornton with the 85th regiment, the marines, and a party of sailors, was appointed to cross the river. But a number of untoward accidents occurred, to spoil a plan of operations as accurately laid down as any in the course of the war. The soil through which the canal was dug, being soft, parts of the bank gave way, and choking up the channel, prevented the heaviest of the boats from getting forward. These again blocked up the passage, so that none of those which were behind could proceed; and thus instead of a flotilla for the accommodation of 1,400 men, only a number of boats sufficient to contain 350 men was enabled to reach their destination. Even these did not arrive at the time appointed. According to the preconcerted plan, Colonel Thornton's detachment was to cross the river immediately after dark. They were to push forward, so as to carry all the batteries, and point the guns before daylight; when, on the throwing up of a rocket, they were to commence firing upon the enemy's line, which at the same moment was to be attacked with the main of our army.

In this manner was one part of the force to act, while the rest were thus appointed. Dividing his troops into three columns, Sir Edward directed, that General Keane, at the head of the 93d, the light companies of the 21st, 4th, and 4th, together with the two black corps, should make a demonstration, or sham attack upon the right; that General Gibbs, with the 4th, 21st, 4th, and 5th, should force the enemy's left, while General Lambert with the 7th and 43d remained in reserve, ready to act as circumstances might require. But in storming an entrenched position, something more than bare courage is required. Scaling ladders and fascines had, therefore, been prepared, with which to fill up the ditch and mount the wall; and since to carry these was a service of dependence, the 4th was for that purpose selected, as a regiment of sufficient numerical strength, and already accustomed to American warfare. Thus were all things arranged on the night of the 7th, for the 8th was fixed upon as the day decisive of the fate of New-Orleans.

Whilst the rest of the army, therefore, lay down to sleep till they should be roused up to fight, Colonel Thornton with the 85th, and a corps of marines and seamen, amounting in all to 1,400 men, moved down to the brink of the river. As yet, however, no boats had arrived; hour after hour elapsed before they came; and when they did come, the misfortunes which I have stated above were discovered, for out of all that had been ordered up, only a few made their appearance. Still it was absolutely necessary that this part of the plan should be carried into execution. Dismissing, therefore, the rest of his followers, the Colonel put himself at the head of his own regiment, about fifty seamen, and as many marines, and with this small force, consisting of no more than 310 men, pushed off. But, unfortunately, the loss of time nothing could repair. Instead of reaching the opposite bank, at latest by midnight, dawn was beginning to appear before the boats quitted the canal. It was in vain that they rowed on in perfect silence, and with oars muffled, gaining the point of debarkation without being perceived. It was in vain that they made good their landing, and formed upon the beach without any opposition or alarm; day had already broken, and the signal rocket was seen in the air, while they were yet four miles from the batteries, which ought hours ago to have been taken.

In the mean time the main body armed and moved forward some way in front of the pickets. There they stood waiting for daylight, and listening with the greatest anxiety for the firing which ought now to be heard on the opposite bank. But this attention was exerted in vain, and day dawned upon them long before they desired its appearance. Nor was Sir Edward Pakenham disappointed in this part of his plan alone. Instead of perceiving every thing in readiness for the assault, he saw his troops in battle array, indeed, but not a ladder or fascine upon the field. The 44th, which was appointed to carry them, had either misunderstood or neglected

their orders; and now headed the column of attack, without any means being provided for crossing the enemy's ditch, or scaling his rampart.

The indignation of poor Pakenham on this occasion may be imagined, but cannot be described. Galloping towards Colonel Mullens, who led the 44th, he commanded him instantly to return with his regiment for the ladders; but the opportunity of planting them was lost, and though they were brought up, it was only to be scattered over the field by the frightened bearers. For our troops were by this time visible to the enemy. A dreadful fire was accordingly opened upon them, and they were mowed down by hundreds, while they stood waiting for orders.

"Seeing that all his well laid plans were frustrated, Pakenham gave the word to advance, and the other regiments, leaving the 44th with the ladders and fascines behind them rushed on to the assault. On the left a detachment of the 95th, 21st and 4th, stormed a three gun battery and took it. Here they remained for some time in the expectation of support; but none arriving, and a strong column of the enemy forming for its recovery, they determined to anticipate the attack, and pushed on. The battery which they had taken was in advance of the body of the works, being cut off from it by a ditch, across which only a single plank was thrown. Along this plank did these brave men attempt to pass; but being opposed by overpowering numbers, they were repulsed; and the Americans, in turn, forcing their way into the battery, finally succeeded in recapturing it with immense slaughter. On the right, again, the 21st and 4th being almost cut to pieces, and thrown into some confusion by the enemy's fire, the 93d pushed on and took the lead. Hastening forward, our troops soon reached the ditch, but to scale the parapet without ladders was impossible. Some few, indeed, by mounting one upon another's shoulders, succeeded in entering the works, but these were instantly overpowered, most of them killed, and the rest taken; while as many as stood without were exposed to a sweeping fire, which cut them down by whole companies. It was in vain that the most obstinate courage was displayed. They fell by the hands of men whom they absolutely did not see; for the Americans, without so much as lifting their faces above the rampart, swung their fire locks by one arm over the wall, and discharged them directly upon their heads."

When the subaltern rebates incidents which he himself witnessed, we cannot doubt his authority; but as he was engaged on the opposite side of the river with Colonel Thornton, we should rather follow the notes of his comrade as to the main attack. After detailing, as another has done, the misconduct of Colonel Mullens, (whom, however, he vindicates from the imputation of personal cowardice,) he states that at daybreak Gibbs gave the word to advance from the ground, where, within musket shot of the lines, the troops had halted for the fascines and ladders.

"We advanced at double quick time, but we had scarcely proceeded a hundred yards when the most dreadful fire of grape and musketry was opened upon us—at one moment a regular lane was cut from front to rear of the column. (I afterwards found it was from the discharge of a thirty-two pounder, loaded to the muzzle with bags of musket balls.) I will not deny that the regiment was thrown into confusion; but there was no sign of fear, at least I saw none except indeed, that the men in front commenced firing. I endeavoured to stop it; but before I knew where I was, I found myself in the enemy's ditch, immediately under the fatal battery—this was in some respects a good position; and if the reserve had come up, might have been turned to account, why this was not done, or how it could have happened, that the rear did not know of our situation, I never was able to understand. We gained the ditch, (as I have since learnt) about two hundred strong; Mr. Haffe, the senior officer, Stewart and Leavock were close to me. I heard Brady's voice at a little distance, and thought that the greater part of the regiment was with us; but I was too soon undeceived—we made several attempts to mount the parapet, but without success; not that the works were high or the ditch deep, but that the earth gave way, and we wanted numbers for mechanical support. It was in one of these trials that I glanced my eye back upon the field; I could not see far, for there was a thick mist of rain, and the smoke hung heavy on the ground; but the sight was horrid—the dead lay thicker than I could

have counted them; then, looking down into the ditch, I perceived the smallness of our party, now reduced to about seventy; still we believed that we were supported, and by another effort actually crossed the works, an American officer surrendered his sword to me within their lines. I joined Leavock for some minutes in trying to make the men lay down their arms, (warned by poor Couran's fate, and conscious of our want of power, we did this cautiously.) I was astonished however to see Mr. Haffe in parley with a superior officer of the enemy; each demanded the other's sword; the altercation was not long—we were prisoners. Our loss in this disastrous affair is computed at from fifteen hundred to two thousand men, including two generals, Pakenham and Gibbs, and many celebrated field officers.

DISCOVERY SHIP.
On the 21th March the Hecla unmoored from her former anchorage, a little below the King's Yard, at Deptford, ahead of the Monmouth, 64, sheer hull, and warped out more into the middle of the river. She had her ice boats on board, one of which was on her quarter gallery, with her keel upwards—every thing being prepared for starting the following morning at ten. Copper life boats were hanging over her stern, in case of any person falling overboard, ready to be thrown out to them to catch hold of, and support themselves until boats can be sent to afford assistance. At six in the evening she hoisted her colours down.

Next day morning (Sunday) there was no blue Peter hoisted; no fore-top-sail loosened, or gun fired—the usual signals for departure of ships of war, requiring every person belonging to such ships to repair forthwith on board. An old Union Jack at the fore-top-gallant mast-head, was the only indication of the intended movement. Capt. Parry, with Mrs. P. went on board early in the morning, and precisely as the clock in the Dock Yard struck ten, the Hecla was under weigh and moved downwards, having been taken in tow by the Lightning steamer. The men on board the Hussar frigate were mustered upon deck with their marines drawn up, and gave three hearty cheers and making other demonstrations of joy, for her success on her voyage out and home again. The crew of the Hecla returned three cheers. The other ships of war, store ships, merchantmen and steamers, as well as the spectators in boats and on shore, were equally vociferous, and evinced, by loud and tumultuous acclamations, the deep interest they took in the prosperous issue of this singular and daring enterprise. The wind was favourable, but the tide contrary. The Lightning steamer moved on rapidly, though not near so quickly as her name would seem to import, proceeding at a rate of six or seven miles an hour. All eyes continued fixed on the two vessels until they had passed Greenwich and the point of land below it formed by the curvature of the river Thames. Long after they were out of sight, shoals of Londoners continued to arrive, anxious to witness the departure of the far famed North Pole Expedition, and felt sorely disappointed at being too late. Some, in their extreme eagerness to catch a glimpse of this nautical raree show, were determined to follow her to Northfleet near Gravesend, where it is expected she would anchor by one o'clock yesterday afternoon, and remain four or five days.

In his person, Captain Parry is tall and slender; his complexion is sallow; his eye quick, keen and penetrating; his forehead is, as phrenologists would say, well developed. His reflective organs of comparison and capacity are prominent, and still more so are the organs of space and locality, which form so great an elevation over the frontal sinns, that the organ of individuality, or memory of facts, between and below the two former, appears depressed, like an indentation of furrow in the knitting of the brows. Great travellers, geographers, and astronomers, are remarkable for this formation of the skull, as any one may convince himself by looking at the portraits of Sir Isaac Newton and Captain Cook, or by inspecting the heads of migratory birds.

Mrs. Parry has very fine features, but grief and anxiety, on account of the multifarious dangers awaiting her husband, seem, for the present, to have nipped the roses on her cheek.

The burden of the Hecla is about 400 tons, and though a post ship, she only carries two six pounders, and a complement of 64 men, namely:

Three Lieutenants; first Lieutenant, Mr. Ross; second ditto, Mr.

Foster, who acts likewise as Astromer and Surveying officer; third ditto, Mr. Crosier; Master Mr. Crawford—a gentleman well acquainted with the Greenland navigation and trade, who has made four voyages in the Hecla before; Master's Mate Mr. Ware lately returned from Africa; Surgeon, Mr. Beaverly; Assistant Surgeon, Mr. MacCormic; three Midshipmen. In all twenty officers and warrant officers; seven marines and the rest a fine crew of seamen.

The ship is about twelve years old—the expedition to Algiers, in 1816, having been her very first trip. She carries 12 months provisions, 45 chaldrons of coals and her water in bulk, or more properly speaking, in tanks, instead of water-casks, which constitutes a great saving in stowage; an object of great importance in long voyages.

The greatest attention has been paid to the victualling department of the ship. Preserved meat, beef, pork, veal and mutton, besides vegetables, are carried out in tin canisters, besides two thousand pounds weight of pemmican, a concentrated essence of meat dried by a fire of oak and elm wood, six pounds of the best beef being reduced to one pound, the contrivance of a Mr. Holmes, a surgeon, and late resident at Hudson's Bay. Samples of this quintessence of animal food are shown on board, having the appearance, and somewhat the flavour of German sausages, with this difference, however, that the expense of it is said to be 17s per pound. This is intended to be used in the boats after leaving the ship at Spitzbergen, as well as the biscuit powder.

The strength of iron is rectified to 55 per cent above proof.

The ship herself is secured by strong iron lines, both fore and aft. She is lined all over with a coating of cork, in layers of three inches thick, to protect the men against the air to all parts of the ship, from a stove below the lower deck, as well as from the caboose between decks, subject to the regulations of a thermometer. From 60 to 70 dead lights, in various parts of the deck, convey light to only all the officers and warrant officers cabins, but likewise to the crew; they are so arranged that they may be taken out, and ventilators screwed in their places to air the ship. The boards of the upper deck are not laid longitudinally, as usual, but diagonally, for the sake of the greater strength. A patent capstan, by Phillips, in a perpendicular position, with three multiplying wheels, is placed besides a horizontal one aft of the foremast, the former being of a new construction. In comforts for the crew, the Hecla far exceeds any ship of her size, the sleeping places, tables, &c. being arranged with great judiciousness. Every two men have a large box like an arm chest assigned to them, duly numbered, which serves for a seat. The tables are covered with green baize. Light, airiness, elegance, and salubrity, characterize every part between decks. Two arm chests, four pumps, three compasses, one of them on an elevated stand, and five boats, are upon deck, and three ice boats have arrived from Voolwich, but are for the present deposited in the King's Yard; they were especially built with wheels and sledges, and transported by means of horses on their own wheels, from Woolwich Dock-yard to Deptford. Each boat is provided with three wheels, two being in the centre, and the third, under the fore part, similar to that of a bath chair, serves as a rudder, or conductor. Round the mainmast is an assemblage of boarding pikes, to keep the bears off, or any such intrusive visitors.

Captain Parry's great cabin contains a library of a considerable number of miscellaneous works; and besides the usual conveniences, a large assortment of clothing, furs, and other equipments, calculated for the climate he purposes to revisit. Fur jackets, coats, or rather tunics, of Esquimaux manufacture, trowsers, and fur boots, in great variety, some lined with seal skins, and others with wolf, racoon or bear skins; some for wear in the day time, others to sleep in on the ice, with caps attached to them; some lined with skins of the black and red foot deer, others with those of colder ducks, extremely soft, warm, and beautiful; some sewed with sinews of Esquimaux ladies, others by London furriers; snow shoes (Canadian) four feet long, with net work of catgut, extremely light and appropriate for the object; eye preservers of gauze wire, shaped like spectacles, but convex, and some two inches broad, to go round the temples and check

bones, but leaving the nostrils and mouth uncovered, as the breath, if confined, would soon be condensed to one mass of ice.

The gun room and officers cabins are fitted up with every convenience the size of the ship will admit of, which, owing to the preparation for her departure, and the consequent bustle, cannot be seen to advantage.

The ice anchors differ materially from the common anchor, having but one fluke, or rather only a hook, the other at the top being compressed somewhat like a Roman S. The ice boats themselves are provided with large wheels of the same circumference as coach wheels, at the stern, and a pole projecting four feet ahead, to be drawn by rein deer, or, in default thereof, by the crew, when on the ice, and when in the water are rowed by ten or twelve oars, the iron keels, ornamented bellows, are perforated with holes, to admit ropes, for their being hauled off either way; the bottom is painted black, a white streak on each side, and the inner part green. They are of considerable length.

The Hecla herself is abundantly found in every thing necessary, has two sets of sails, and new cloth to make one more, plenty of spare masts, spars, and yards, cordage, ropes, tackle, apparel, and furniture of every kind and description, instruments, both astronomical, optical, and nautical, time pieces, &c. but neither her construction nor additional strengthenings can make her sail well, for her greatest velocity never exceeded eight knots, under the most favourable circumstances, during their last voyage.

MR. CANNING.
From the New-York Statesman.

The following brief extract from a former speech of Mr. Canning, which we have taken from a foreign paper, indicates a tone of sentiment much more congenial to republican doctrines than he has generally been supposed to entertain; and, connected with his present elevation, presents a new and striking illustration of the influence of talent and character in England, notwithstanding the strong aristocratical features of her system. It is only in that country and our own, that those paramount claims to distinction are appreciated and recognized. Elsewhere, the adamantine barrier is erected against the elevation of any one born among the people to a participation of political power.—Or, if there have been exceptions to this remark, they have been so rare as to prove, not to contradict, the existence of the rule; and, moreover, being in most cases the reward of intrigue, not of merit; the result of petty court favouritism, not of a desire to put forward ability—they have no title to be considered as departures from an exclusive system of policy. An instance of this, may be found in France at this moment. M. de Villele was a commoner, and is now a premier and a peer; but having no claim to respect as a man, or a politician, and being raised only by management, we are not to be told that he is in any degree a proof of liberal views in the French government. It is in the United States and in England only, we repeat, that capacity and character are allowed a proper weight in affairs; and this trait not merely affords a high moral distinction, but secures an essential superiority in their relations abroad.

From the Liverpool Albion.

We cannot, at a period when Mr. Canning is in the crisis of his fame, resist the temptation to transcribe a few sentences from a speech which he delivered in Liverpool during the election of 1816; sentences which seem to us to have a peculiar interest at the present moment:

"Gentlemen, there is yet a heavy charge than either of those I have stated to you. It is, gentlemen, that I am an adventurer. To the charge as I understand it, I am willing to plead guilty. As a representative of the people, I am one of the people; and I present myself to those who choose me only with the claims of character, the they what they may,) unaccompanied by patrician patronage or party recommendation. Nor is it in this free country, where, in every walk of life, the road of honourable success is open to every individual,—I am sure it is not in this place,—that I shall be expected to apologize for so presenting myself to your choice. I know there is a political creed, which assigns to a certain combination of great families a right to dictate to the sovereign and to influence the people; and that this doctrine of hereditary aptitude for administration is singularly enough, most prevalent among those who find nothing more laughable than the principle of legitimacy in the crown. To this theory I have

never subscribed. It is not a right which is conferred upon the people, by their representative in Parliament, as a servant of the crown, to lean on no other support than that of public confidence,—if that be to be an adventurer, I plead guilty to the charge, and I would not exchange that situation, to whatever advantages may expose me, for all the advantages which might be derived from the ancestry of a hundred generations."

SHOCKING AFFAIR.

A most horrible occurrence took place at noon yesterday, at 71, Water Street. A man named Alexander McLean, a labourer in several mercantile stores in the lower part of the city, stabbed his wife, which caused her death in less than an hour afterwards. They had separated nearly two months in consequence of ill treatment on his part. A child, aged four years, was their sole offspring, and was present at the commission of the horrid deed. McLean presented himself before his wife, at about twelve yesterday, having visited her twice previously in the same day, and inflicted, after a short altercation, the wound which caused her death. A young girl, who was in the room at the time, hearing a shriek, turned around and saw McLean in the act of withdrawing a knife from the body of his wife. Being alarmed, she ran down stairs to call her mother, and was followed by the unfortunate woman, who, claiming that "McLean had killed her." Two men who had been in the apartment below, caught her in their arms, carried her to the room above and placed her on a bed, upon which she shortly after expired. McLean having mixed a dose of poison, (arsenic) which he had swallowed part of it immediately after the commission of the act. He was after a short delay apprehended, and carried to Bridewell, where medicine was administered. At a late hour last evening he was believed to be relieved from its effects, and likely to survive.

THE MURDER OF WHIPPLE.

The Albany papers have disappointed us this morning, in regard to a further development of facts respecting the assassination of Mr. Whipple. We spoke yesterday of the arrest of a man calling himself Joseph Orton. He has been, fully committed, under a strong presumption of guilt. The Governor, moreover, has offered a reward of \$500 for the detection of the murderer. Orton has been employed for the last six or eight months as a labourer on the farm on which Mr. Whipple's family reside. He is about 30 years of age, was born in Westchester county; but for a number of years has resided in Kentucky and Ohio; part of the time in the vicinity of Cincinnati. While under examination, after much contradictory evidence, he refused to make further answers without obtaining the aid of counsel. John Van Ness Yates, esq. was sent for, who, after some private conversation with the prisoner, refused to defend him. It seems that this man lived with Mr. Whipple—and it appears upon examining Mrs. Whipple, that she had had suspicions of his intentions, or if any information is correct, the prisoner had expressed to her his determination to kill her husband, which was a guilty intention her fears prevented her from developing.

It is stated by persons from Albany, with whom we have conversed, that some time in the course of week before last, Mr. Whipple being expected to this city, whence he was expected to return to Albany on Saturday, Mrs. W. went down to Fisher's hotel, where her husband was in the habit of stopping as he landed from the boat, and wrote him a letter, cautioning him not to come home after dark as she feared he would be murdered—having soon suspected persons lurking about the premises. And on her examination on Saturday, it is said she confessed that Orton had urged her to give her husband arsenic, declaring that if he did not, he would shoot him. One of the morning papers says Orton originally confessed that his name was not the one he went by; and that his parents were respectable and lived in Dutchess county, and not in Albany and he wrote to them to employ Effie Williams, an old-fashioned nurse, such is the information, and we give it as it was related to us.

EGYPTIAN MUMMY.

The operation of opening an Egyptian mummy was performed in the Gallery of Egyptian Antiquities, at Paris, on Sunday last. The Dauphiness and a number of scientific persons attended. The linen bands encircling the body from head to foot being unrolled, the mummy was found to be a wonderful preservation. The nails on the hands were remarkably long, the hair was quite perfect, and had preserved its flaxen tinge; the eyes of enamel had been substituted to the original, a singularity which had been observed only once before. The most curious circumstance, however, was the discovery of two papyrus manuscripts rolled round the head, the other being a list of names, which were in such preservation as to allow the names of the deceased to be read. By this means, was found to be that Tete-Muthus, daughter to the keeper of the Temple of Isis at Thebes; different marks and ornaments also denoted that she had been one of high consideration among the Egyptians. It is supposed that the mummy had been buried 3000 years old, notwithstanding which, the skin was preserved in a great degree of elasticity, and even its hair and some parts of its attire, personal ornaments, &c. were so well preserved, that it was possible to give it the appearance of a living woman. Such is the information, and we give it as it was related to us.

Baltimore Gazette
ANNAPOLIS:
THURSDAY, MAY 24, 1837.

Candidates for the Legislature.

ANN-ARUNDEL COUNTY.
Abner Linthicum,
Charles R. Stewart,
Robert W. Kent,
William J. W. Compton,
Christopher L. Gantt,
Charles S. Matthews,
John S. Williams,
John S. Sellman,
Edward E. Anderson,
Stevens Gambrell,
Joseph Nicholson.

The Prairie, a new novel by Cooper, published in Philadelphia last week.

No less than eighty-two boats arrived at Albany on the 15th inst. from the west; they were laden with wheat, &c.

Wheat in Virginia.
The Winchester Virginian of the 14th inst. contains the following dispiriting account of the wheat in Virginia:

From all quarters of the country we give the most unfavourable intelligence of the state of the wheat crop; some parts of this and the adjacent States the prospect is so entirely gloomy that many of the farmers are giving up or pasturing their fields. It has been assumed by intelligent observant farmers that since the first appearance of the fly, it has not been more destructive than the present season.

PORTER'S SQUADRON.

The Brig Antelope at Philadelphia, under the command of Commodore Porter, is expected to arrive in the next instant. Great Heneage bearing N. E. distant 4 leagues, was boarded by the Mexican National brig of Van Brava, W. A. Wyse, Esquire, commander, 25 days out from Cayo Guason, on a cruise, and was treated with much politeness; reports that they few days before had captured several prizes, amongst the number, a merchant brig from Vigo, in Spain, with the King's Mail and a rich cargo, bound to Havana, sent her to Vera Cruz, also a sloop and brig, with cargo of little value; liberated the former and sent the latter to Havana with the prisoners; and the officers state that the squadron of Commodore Porter entered and sailed from Cayo Guason, the smaller vessels were cruising on both sides of the Island of Cuba, capturing every vessel under the Spanish flag they met with, which was sufficient to keep the Captain General and Laborde in a continual state of alarm.

HAVANNA.

The following account of the situation of Havanna, we copy from the Philadelphia National Gazette:—
"We have before us a letter from Havanna, dated 29th ultimo, from a respectable source, in which a melancholy picture is drawn of the condition of that city and of Cuba generally. Trade is said to be dull; money very scarce, and interest high; the public mind disquiet and suspicious; the administration of criminal justice lax and tardy, while offences and culprits multiply. It is added that notwithstanding all the boats about what the squadron of Laborde was to effect, nothing is done, and every day crews arrive belonging to vessels captured by the Mexican cruisers."

TWO EARS FOR ONE EYE.

A person was lately convicted in Davidson county, N. C. of maiming a negro by cutting off another man's ear, and sentenced, according to law, to stand in the pillory two hours, have both his ears cut off, and receive 39 lashes on his bare back.

PHRENOLOGY.

The English Monthly Magazine, for March, a "Letter of Phrenology," which contains a well calculated to any who is weary of perusing day columns on the subject, calumny and in and of the political and the other state, policy and feeling of together. As we have something which may of this class of readers those who have their own for fierce conflicts, or two extracts from which we have referred to in our Review but one—(referred to again in that come out)—concerning story extracted from book on the later travels of Iquique. I quote the facts of the case, as vouched, were these: A bricklayer's fall from a scaffold height, was brought last year, to one of London hospitals. senseless when he was housed; and when he ties after "some hours" gauge which no person understand. Inquired the workmen who had brought him to all that could be learned was an Englishman; ever heard him speak since than English two days, however, came into the ward, sit another patient in immediately; he spoke as well as that this man had years before his eye completely forgotten; at the date of the eye, to speak that effect of the injury had, however, his faculty of speaking had lost and out of that of speaking to the moment of his present possession. Now, this story is rather too trifling to be referred to as a brilliant doctrine of Phrenology; very strong fact, may be it. There is a country) at the height in returning hum out of a gig and He was a good some hours standing on his recovery. Another case knowledge; arising violence, but for brain by temporary center on service is well acquired brain lever. I from his youth; he had never rhyme in his life; in poetry. Upon his head became appearance, continued verses, him had ever before; ter was rambling generally correct continued for most inconceivable gentleman recognized left him; and wult; he could wards.