THE FATAL ACCIDENT ON THE LONDON, CHATHAM, AND DOVER RAILWAY.

THE INQUEST ON THE BODIES.

FAVERSHAM, WEDNESDAY EVENING.

This morning, shortly before eleven o'clock, the county coroner, Mr. Thomas Thorpe Delassaux, resumed his inquiry as to the cause of death of James Stratton Plomb, commercial traveller, and Wm. Harris, storekeeper, in the service of the company, whose deaths had resulted from injuries received at the accident at Ospringe, on the London, Chatham, and Dover line, on the previous Friday. The large room, at the Anchor Inn, was crowded throughout the inquiry, and the greatest possible interest was manifested in the proceedings.

Mr. P. Round, of the Inner Temple, instructed by Messrs. Freshfield and Newman, in conjunction with Mr. S. G. Johnson, of Faversham, appeared for the London, Chatham, and Dover Railway Company. There were also present—Messrs. Cobb and Hilton, directors; Mr. J. Cubitt, consulting engineer; Mr. Mills, resident engineer; Mr. Forbes, general manager; Mr. Martly, locomotive engineer; Mr. T. W. [?]ll, on behalf of the contractors; Mr. Bishop, and other officials of the company.

Mr. Marsden, of Finlay-street, appeared for the relatives of deceased Plomb, with Messrs. Bathurst and Phillips; and Mr. Arnold, of Rochester, for the family of Mr. Crockford, deceased.

The Coroner told the legal gentlemen present that all questions would have to be put through him, and that they must not be of the nature of cross-examination. He could not allow any question to be put unless it had reference to the cause of death of the deceased persons.

Mr. Round, on the part of the company, stated that they had required the attendance of any person likely to be able to give any information to the jury with reference to the inquiry in which they were engaged. Their only object was to do justice to all parties.

Mr. Wm. Nash Spong, surgeon, of Faversham, said—On Friday morning last I attended the deceased about nine o'clock. The deceased, Plomb, was lying on the embankment of the London, Chatham, and Dover Railway. I examined him, and found injuries on the head, face, and neck, and a fractured left thigh. He was dead when I first saw him. Those injuries were the cause of his death. They may have been inflicted by violence. I also attended the deceased, William Harris, shortly afterwards, in the room where the present inquiry is taking place. He was suffering from two compound fractures of the right leg, a simple fracture of the right thigh, a compound fracture of the left leg, and injury to the spine. He lived about an hour and a half. I remained with him till his death. He died from the injuries I have described. They were caused by violence.

Mr. Johnson said the surgeons of the company were present and would give evidence if the jury required it; but the Coroner thought there was no necessity for calling either of those gentlemen.

Matthew Simpson, of London, engine-driver, in the service of the company, deposed—At ten minutes past seven on Friday morning last I left the Victoria station, in charge of the express mail train, which consisted of the engine, a tender, a first, and two second class carriages, and a break-van belonging to the London, Chatham, and Dover Railway Company, in whose employ I am, and have been nearly eleven months. I don't know the number of passengers. Nothing unusual occurred until the accident happened on reaching Ospringe. I observed that the rails were in a bad state on the off side. The rails were out of order—that is, they were not in their proper positions. I can't say what caused the rails to be in that state. The engine and tender left the rails, and the next thing I saw was the carriages going down the embankment on the near side of the line. The cause of the engine leaving the line was the crooked state of the rails. I could do nothing to prevent the accident. I rendered all the assistance in my power to the injured persons. I found the deceased, Mr. Plomb, on the embankment, and also the other deceased, William Harris, who was sitting on the bank. I can't throw any more light on the occurrence. The average rate of the mail train is about 40 miles an hour. At the time of the accident we were travelling at the rate of 30 miles an hour, having slackened the speed for the gradient in that part of the line. The rails were in a slippery state, and therefore the train was slackened. I was about 100 yards from where the accident happened when I observed the defective state of the rails. I had no time to try to stop the train then. I have been an engine-driver upwards of 17 years.

By Mr. Round—The engine was in first-class order on the morning of the accident. I examined it before leaving London, and also at Chatham.

By the Jury—The engine left the metals at the defective part of the line. The engine got on to the metals again, and stopped about 120 yards farther on. The engine remained on the rails shortly after leaving them. The tender was off the rails when the engine stopped. The engine and tender have each six wheels.

By Colonel Yolland—I was riding on the left side of the engine when I observed the defective state of the rails. The line curves to the left. The rails were bulged on the off side; they were curved outwards. I think I was somewhere about the points leading to the gravel pit when I first noticed the defects in the rails. Can't say for what distance the off-rail was out of its proper curve, but it was sufficient to cause danger. I cannot say whether the engine dropped on the left or right side. All the wheels of the engine had been off, but can't say that they were all off at the same time. The auxiliary distance-signal can be seen shortly after leaving the cutting, not quite half a mile.

Colonel Yolland wished to ask the witness what were his instructions as to the management of his engine on passing the points in question, but

The Coroner ruled that such a question could not be put, as its answer might tend to criminate the witness himself.

Robert Cranley, stoker, in the employ of the London, Chatham, and Dover Railway Company, said—I left London by the mail train on Friday morning last, as stoker to the engine. Nothing particular occurred on our way down till reaching Ospringe. I was putting some fire in just as it happened. When I had done I felt a terrible jerk of the engine, which then left the rails. My mate told me to hold. I did so, to take care of myself. Did not see the carriages down the embankment until the engine stopped. It had then gone about 120 yards from where I first felt the jerk. Can't state the cause of the engine getting off the rails. The rate at which the train was going, as stated by the engine-driver, is about correct.

By the Jury—Did not see the rails out of order. The driver warned me that there was danger. I did not hear exactly what he said; it was immediately before the occurrence. I did not apply the breaks. About half an hour after the accident I saw that the rails on the left side had been torn up for some distance—for about 60 yards or so. I think they were torn up by the carriages after the engine had passed over.

By Mr. Round—When the engine was stopped it was standing on the rails. When the engine left the rails, I can't say how far it went before it returned to the rails.

By the Coroner—The tender was off the line when the engine stopped. There were a good many plate-layers at work on the line when I went down to the place of the accident, about half an hour after its occurrence. Before reaching the spot where the carriages went down the embankment, the engine had regained the rails. The deceased, Harris, was lying on the bank when I saw the men repairing the line, half an hour after the accident.

By Colonel Yolland—I was warned there was danger, but did not hear the exact words used by the driver. The engine-driver spoke sharp, and I therefore concluded there was danger. I had not time to apply the break. When I am warned, or see any danger, it is my duty to apply the break.

Charles Henry Benham, head guard of the train in question, deposed—The train left London at its right time. The first thing that attracted my attention was the shutting off of the steam of the engine just previous to the accident, about a minute before the occurrence. That would be about a quarter of a mile from where the carriages went over. I was in the break-van at the end of the train. We had travelled from London at our usual rate of about 40 miles an hour. The speed had been lessened to about 30 or 35 miles an hour just before reaching that spot. I cannot state the cause of the accident. The usual care and caution was used all the way down the line.

Mr. Marsden wished the witness to be asked if he had ever heard of the engine having gone off the line on a previous occasion.

The Coroner refused to allow such a question to be put, as it was irrelevant to the inquiry.

Witness—To my knowledge the train was never off the line at this spot before. The train started a minute late from Sittingbourne. It left that station at 8.27. I don't know whether we had fetched up that minute. I inspected the carriages immediately after the accident. I found the 2d class turned on its side on the near side of the line. The two next carriages, a 1st and a 2d class, were broken to atoms, and turned upside down, on the side of the embankment. The next were a 1st class carriage and the break van. They were lying against a brick-wall, and not turned over. I sent my mate to protect the line. The deceased, Plomb, was lying on the embankment, the other deceased was sitting up. The one apparently dead, and the other much injured. After the bodies had been removed I examined the lines, and found that both rails on the down line had been torn up to the extent of about 20 yards.

By the Jury—It is about 82 miles from London to Dover, and the average rate is 40 miles an hour. There are three stoppages. We may lose three minutes at each station. The journey is performed in about two hours and ten minutes from Victoria station to Dover harbour. I can't say why it is necessary to lessen the speed to the extent of 10 miles at the spot where the accident occurred. The day previous to the accident I travelled up and down the line, but did not see any men repairing the line at the spot, or near it, where the accident occurred, nor did I observe any red flag there. That would have indicated danger. I travelled up and down the line at the same time the previous day.

By Mr. Marsden—The goods train, I believe, passed over the line previous to the mail train. There are seven or eight level crossings down the line. The train is generally slackened at those crossings, but the steam is not always shut off.

By Colonel Yolland—The speed is generally slackened going down the incline where the accident happened.

By the Coroner—At the eight crossings, where the speed is lessened, the time lost is so trivial as not to be reckoned.

The jury then retired for refreshment. On their reassembling,

Henry Ramsden, of Faversham, in the employ of the company, as plate-layer, said—I have been so employed for the last five years, mostly in this immediate neighbourhood. My duty is to walk my length every morning, and examine the rails and line generally, to see that all is right from Faversham to Beaton-hill cutting, and that distance includes the spot where the accident occurred. A little before six on the day of the accident, I started from Hangman's-lane, and I completed my inspection by a little after seven. It is my duty to go over the line once a day. The permanent way was in perfect order. If there had been anything the matter I must have seen it. The line was safe to pass over. If there had been anything the matter it was my duty to repair it. I was at Faversham when the accident happened. I went directly to the spot, and found the road very much torn up. I set my men immediately to straighten the rails, which were very much bulged out. Both rails were bulged out. I cannot account for the state in which I found the rails. I ordered the line to be immediately repaired; that was my duty. No train had passed down that morning after I had examined it before the mail train passed. No rail could have been out of order without my seeing it. I have no doubt about it.

The Coroner here read a portion of Simpson's evidence to the witness—that portion of it which stated that he noticed the rails were defective.

Witness—I walked up and down the road that morning. There were no keys out where the accident happened. They were at other places, and they were put in again by me. I have three men under me. It rained very hard when I came back, and they were under the bridge.

By Mr. Round—I had seven men altogether under me, besides myself, to do all that was requisite.

By the Coroner—The off-rail was pushed outwards in the six-feet space.

By Mr. Arnold—Where the carriages must first have gone off the line only the off-rail was bulged out.

By Mr. Marsden—My distance to go over is a mile and three quarters, but on the morning in question I only went a mile and and a quarter. That included the spot where the accident happened. During the day I examined the whole of my distance, the mail train passing in the interval. I examine one line as I go out and the other as I come back. It takes me about one hour and 20 minutes to go my distance. Mr. Path was my inspector on Friday last.

By Colonel Yolland—On my going to the spot immediately after the occurrence, I found the trenails of two of the intermediate chairs next to the joint on the off line of rails broken, and the trenails of the two next slightly moved outwards. The trenails of the joint chair next towards Faversham were broken, and one corner of the chair broken off. In the next length of rail there were six chairs, and the whole of the trenails were broken. The trenails of the next joint chair were also broken, but the chair was broken. In the next length of rail there was only one chair broken. I did not examine the trenails there. There were marks of carriage-wheels inside the left hand rail nearly opposite where the accident happened. Did not see any marks inside the right hand rail.

By the Jury—A red flag was raised the day previous to the accident, where the line was being lifted, about a quarter of a mile nearer to Faversham than where the occurrence took place. The flag was put up some little distance from where the line was being lifted. Our orders are to do so. It is customary for us to do so.

By Mr. Round—I was in the employ of the South-Eastern Railway for 15 years as a plate-layer. The orders I received on that line were similar to those I have received on the London, Chatham, and Dover Railway. I examined a length of line every morning, as I do now on the London, Chatham, and Dover Railway.

By Mr. Marsden—I am 38 years of age. I never examined the rails on the South-Eastern line more than once a day.

By the Jury—The line near Ospringe is not fish-jointed, but it is above Sittingbourne.

By Colonel Yolland—The defects I found after the accident could not have existed when I inspected the line previous to the accident.

By Mr. Arnold—If the defect spoken of by the engine-driver existed, the engine would have gone off the line as described.

By Mr. Marsden—Looking at the line since the accident, I am of opinion that the permanent way was in good condition prior to the mail train passing over it. There were a great many at the scene of the accident before I arrived there.

Edward Marsh, of Mill-lane, Faversham, hay-binder, said he heard the engine whistle as she came out of the cutting shortly before nine on the morning of the accident. As it approached the signal-post the middle part of the train appeared to be bulged outwards over the embankment. In a second after, several carriages went over the embankment on to the brick wall below. He ran to render assistance, and while he was running he saw the guard jump from the break-van. It appeared to him as if the engine and tender kept the rails, and also the break-van.

Ramsden was here recalled, and asked if he was aware if any engine or carriages had gone off the line previously at the spot where the accident happened. He replied in the negative.

Mr. Joseph Cubitt, of Great George-street, Westminster, said—I am a civil engineer. I constructed the London, Chatham, and Dover line as far as it is open, a distance of about 65 miles. In that distance the spot where the accident happened is included. In every department and part it has been constructed to my entire satisfaction, and in the very best style of construction. I know the spot where the carriages ran off the line. It is on a curve of 71 chains radius, on a gradient of 1 in 132, both of which are quite unobjectionable. For the last three years I have not seen anything of the line. After the accident I did not find anything wrong in the permanent way. The line has been opened about four years, or a little more.

By Mr. Round—On Saturday last I examined the materials left by the accident. I found the broken trenails perfectly sound, and the sleepers also. I constructed the Great Northern line. Up to a recent period wooden trenails were in universal use, and on four-fifths of the Great Northern line they are still in use. I prefer the wooden trenails as a fastening to the iron spikes. They are being very largely used by the leading engineers of the country. The South-Eastern was laid upon the same system.

By Colonel Yolland—Iron spikes are now being introduced into the wooden trenails on this line. This has been done in consequence of similar mishaps on other lines. Testing of the joints of the rails is now going on.

John Mather Goldfinch, of Faversham, shipbuilder, said—As soon as I heard of the accident I ran to the spot. After looking some few minutes at the effects of the accident I went on beyond where it occurred, towards the signal-post, to try and ascertain the cause. I noticed that there was a bulge in the curve of the rails. That was between the signal and the first telegraph-post. I pushed the gravel away. The second or third chair from the joint had moved outwards. The under trenail of that chair had started. I got it out, and now produce it. The trenail is sound, but must have been broken in two for some time previously. The chair was not broken. The trenail was covered over with gravel. The next chair further on was more out of its place, and three parts of two rails were out of their proper line about three inches. About 3ft. or 4ft. from there I saw the first mark of a wheel on the inside of the off rail. I measured nothing, but I guess at the distances I have mentioned. I believe a great many of the trenails are broken in driving them. I did not see a single rotten trenail, although I looked at a great many. I do not consider compressed trenails better than those that are not compressed.

Mr. Wm. Mills, C.E., resident engineer of the London, Chatham, and Dover Railway—I inspected the line about an hour and a half after the occurrence. I found the right hand rail of the down line bulged out to the extent of two rails adjoining. It appeared to me to have been caused by the chairs moving from their beds, and slipping along the sleepers; in all probability from some great pressure from the inside of the curve. The line was very much torn up towards Faversham, which I had restored as quickly as possible. I walked over the spot four days before, and found it in good order and perfectly safe. I believe the weight of the engine is about 25 tons, and not too heavy to travel on the line with safety.

By Colonel Yolland—I have had reports from inspectors and plate-layers that the engine shakes the road out of line. I don't think we have had an unusual number of chairs broken. The original intermediate chairs were light. There were eleven unbroken chairs in the two lengths, one much broken, but the trenails were all broken. The rails weigh 70lb. to the yard—the usual weight. It is very common to use engines weighing 25 tons on that weight of rails. (Witness produced the trenails out of the first rail that was bulged out. They were all pronounced to be perfectly sound.)

The engine-driver was recalled, and stated that he slackened the train on approaching the spot where the accident happened, in consequence of the slippery state of the rails.

Mr. Matley, locomotive superintendent of the line, said he had filled the same position for 20 years on the Great Western. Engines weighing 25 tons are in common use every day on other lines laid with 70lb. rails.

By Mr. Marsden—The weight of the engine with the goods train that preceded the mail train is 32 tons. That is the heaviest class of engine we have on the line.

By the Jury—I should not have the slightest hesitation in running the engines at 60 miles an hour if everything is in perfect order.

Colonel Wm. Yolland, of the City of London—I am one of the inspectors of the Board of Trade. I have been directed to inquire into the circumstances connected with the accident of Friday last on the London, Chatham, and Dover Railway, and to report thereon to the Board of Trade. In 1858 I inspected this portion of the London, Chatham, and Dover line, before the Board of Trade gave authority for its being opened. I then considered it a good permanent way. On Saturday last I visited the scene of the accident, and received information from the officers and servants of the company; and yesterday I saw other servants of the company, mainly to the purport and general effect of that given in evidence before the jury this day. From such information and inspection I have arrived at the conclusion that the occurrence took place from the fracturing or breaking of the trenails on the off-side or south rail of the down line. Such fracturing was decidedly produced by the pressure from the inside of the south rail, caused by the passage of engines and trains. The line being on a curve, the centrifugal force produced by trains travelling at considerable speed round this curve would have a tendency to push the south rail outwards. That is partly counteracted in the construction of the line by giving the rail a cant or superelevation of the outside rail. I tried the cant at the spot, on Saturday last, and found it to be about 2 inches. The gauge between the two rails was 4 feet 8½ inches—the usual gauge on the line, no difference being made apparently between a straight line and a curve. From the trenail produced to-day, and the evidence of the engine-driver, I think it almost certain that some of the trenails were broken before the 7.10 train reached the spot. That train burst the line, and thus allowed the carriages to get off. If the rails were very much bulged out before the goods train passed down, the plate-layer should have seen them. Some of the trenails may have been broken, and yet not have been seen by the plate-layer inspecting the rails. It is quite possible that the goods train passing over the line that morning caused a portion of the mischief, and yet not have been seen by the plate-layer. The mail train finished the mischief. The entrance to the ballast hole, spoken to by the engine-driver, is 60 yards from where the accident occurred. That would occupy about four seconds. Many accidents have been attributed to the breaking of the trenails, but this is the only instance where the trenails had been so recently put down. The result is, that my colleagues and myself have determined not to pass any lines where wooden trenails are used exclusively. That determination has been forced upon us by various accidents on different lines. Before this accident occurred I should have passed a line with wooden trenails.

By Mr. Round—The combination of wood and iron in trenails is the latest result of modern improvement. It is an easy curve and gradient at the spot where the accident happened.

By the Jury—My opinion is that no railway should be restored until it has been seen by some responsible officer of the company. It is the practice to begin the restoration of lines immediately after accidents occurring.

By Mr. Round—I understand that the improvements I have mentioned have been commenced on this line, and were in progress at the time of the accident.

Mr. Round did not deem it necessary to address any observations to the jury further than to state that the company had produced all the evidence in their power calculated to throw any light upon the melancholy occurrence which they all deplored.

The Coroner very briefly addressed the jury, and directed them that according to the evidence given, and the opinion of the Government inspector, they could not reasonably come to any other conclusion than that it was purely an accident, and that there was no blame attachable to any one.

THE VERDICT.

After about an hour's consultation the jury returned the following special verdict:—"We find that the deceased, William Stratton Plomb, and William Harris, were killed by the falling of the train over the embankment. And we further find that the accident was caused by the improper state of the permanent way at that particular spot; and that it was possible when the plate-layer went that way that it was not perceived by him. We believe also that the engine-driver was correct in his statement that he perceived, as he was travelling along, the bulging of the rails, but not in sufficient time to stop the train; consequently we attach no blame to him. And we would recommend that at any future accident nothing on the railway should be replaced if the Government inspector can be on the spot within 24 hours of its happening."

The Coroner said that verdict amounted to one of "Accidental Death," and he recorded it as such, but declined to receive the recommendation as part of the verdict, but merely as a suggestion.

EXTRAORDINARY CHARGE.

The following case was heard at the Town Hall, St. Austell, on Tuesday, before Mr. R. Gould Lakes, county magistrate. The case excited great interest from the singular nature of the charge, and the fact of the defendant being the town missionary.

Margaret Sharpe, late Powell and formerly Collins, aged 12, on her oath stated. I went into service at Plymouth in the latter part of the year 1854, Mr. Amos Foxon, the defendant, having consented, through his wife, to take charge of my child, a girl then aged 18 months. The parish paid toward her maintenance, and I agreed to pay the remainder. After some time I failed in paying the money according to my promise. I went to Jersey and wrote to Mr. Foxon for the child, stating I was married and could not continue to send him any money. I received no answer to that and subsequent letters. I afterwards had those letters returned to me from the dead letter office. For the last 12 months I have not been able to learn from him where my child is. About two months ago I wrote to the postmaster at Sheerness from the Portsea Workhouse, where I then was, requesting to know Mr. Foxon's address. He replied he was at St. Austell. I yesterday succeeded in finding him. He asked me how I came to find him out, and gave me abuse. He said he would give me in charge for deserting my last two children. He refused to tell me where my child is. I have no idea where she is. It is seven years since I last saw her. Mr. Foxon wrote me 12 months since, in reply to my inquiries, that my child was with a lady, who was bringing her up. He did say to me yesterday that he would tell me where the child was, in the presence of a magistrate.

Mr. Foxton then put several questions to the complainant. At the end of a long series of questions he proceeded to address the bench, as follows:—I found this poor woman, in 1853, living in an attic, in Castle Dyke-lane, Plymouth, on my visits as a missionary. She appeared to be in very destitute circumstances, with an infant girl, about six weeks old. She showed me a paragraph in a newspaper, which stated her husband had committed suicide when in a state of intoxication. I advised her to go into the Plymouth Workhouse, and remain there until her child was weaned. She did so. She afterwards came to my house with her child. I obtained for her a situation at the South Devon Hospital, my wife promising to take care of the child as long as she kept her place. She was discharged from that place, and she then went to Jersey, leaving the child in our possession, she promising to remit me money for its maintenance. January, 1855, I received 10s. from her. I wrote to her that unless she sent oftener I should put the child into the union-house. No reply came for 12 weeks, and I placed the child in the house for my word's sake.

The Magistrate—You are charged with retaining the child.

Defendant begged to be permitted to go on with his statement. In six weeks after the board of guardians restored the child to me, as its health was declining, giving me with it 1s. 6d. per week. In September, 1858, I left Plymouth, and not being willing to again place the child in the union, I wrote to George Muller, of Bristol, who keeps a large establishment for children, stating the case of this child. The reply was that he could not receive her unless she was born in wedlock, and both parents dead. I then wrote to Miss Carpenter, of Red Lodge House, Bristol, a lady to whom I was personally known, an eminent philanthropist, and stated to her the child's history. She replied that she was willing to receive the child, and bring her up as her own. I accordingly sent the child to her, and have been in constant communication with her ever since. In April, 1860, I received a letter from the complainant, inquiring, for the first time in five years, where her child was. I wrote to Miss Carpenter respecting this letter, and received one in reply.

The letter was read aloud by the defendant, from which it appeared that Miss Carpenter did not wish the mother to know where the child Rosina was. He was proceeding, when the magistrate said he did not believe the defendant had malicious possession of the child, and that therefore he had no jurisdiction in the case, and it was unnecessary to take up the time of the Court any longer. But the defendant proceeded in a peroration of some length, defending his conduct in the affair, and denouncing the complainant as a bad woman, and quite unfit to have the child. (The magistrate here reprimanded him for using such language to the woman.) The case was then dismissed, Mr. C. Coode, for defendant's satisfaction, telling him he had no doubt he had acted from kind motives. A collection was made in the room for the woman, and she was understood to say that if her child was in a proper place she did not wish to take it away. The child's address was handed to her. It is not a little singular that Mr. Foxon on Sunday last told the child's history to some school children, at a school in the town. The complainant stated she was a widow for the second time. She seemed a respectable person, and during the examination was apparently in great trouble.—*Western Morning News.*

MR. COWPER'S EMBANKMENT BILL.

TO THE EDITOR OF THE MORNING POST.

SIR,—My letter which you did me the favour to insert in a recent impression does not, I observe, positively name the suggestion thrown out by Messrs. Hawksley, Bidder, and Bazalgette in their report (p. 39), viz., "that damming back the tide at Greenwich or Woolwich was the only way to insure a clear or sensibly purified stream." I also failed to mention their very important remarks as to the chemical effect of the tidal salt water on the river, proving incontestably—as urged by me before the Embankment Commissioners ("Remarks on their Report," p. 24),—that the undercurrent of flood salt water greatly enhanced the effluvium from the river by the commixture of the salt water with the noxious matters brought up from its bed to the surface, causing the high-water effluvium to be much the worst; the salt water in the river being at its maximum when the water from the country is at its minimum. What they say is this—"That the matters held in suspension by, and dissolved in, the river waters exist in the greatest proportion at high water—that is to say, when the intermixture of sea water with the land water is the greatest. They are then nearly four times as abundant as at low water, when the tide is returning loaded with all the mechanical and chemical impurities discharged from the sewers of London."

Your kind attention to the above is requested.—Yours,

WM. WORSLEY.

Hovingham Hall, May 13.

The recorded investigations of eminent physicians, as well as the happy experience of those who have taken Dr. de Jongh's light-brown cod liver oil, containing peculiar curative principles which no other possesses, concur in proving that even in the most unpromising cases of consumption Dr. de Jongh's oil has arrested the further progress of disease, and accomplished, in countless instances, a complete cure. Sold only in capsuled bottles, 2s. 6d., 4s. 9d., and 9s., by Dr. de Jongh's sole agents, Ansar, Harford, and Co., 77, Strand, London, and chemists.

CHURCH HOME MISSIONS.

The fourth annual meeting of this society was held yesterday at Hanover-square Rooms, and was very fully attended. A large body of the clergy was present both on the platform and amongst the general auditory. The Rev. Canon M'Neile presided.

Prayer having been offered up,

The Rev. CHAIRMAN, in opening the proceedings, having alluded to the importance which was attached to politics, literature, and the arts, said that far above all these in importance was the subject of Christian missions, whether foreign missions, by which Christianity was carried abroad, or home missions, by which nominal Christianity was quickened. It was to the success of Christian missions in England that we owed our national progress; but it was not by national considerations that we should measure the progress of Christian missions. How could a cause such as this be advanced? It was by what the Apostle called "the foolishness of preaching." The history of the world proved that the world had been allowed for 400 years to make a great experiment, and to prove that, whatever else was within its reach, any true knowledge of God was beyond its reach. Had not God made foolish the wisdom of this world? Had He not allowed it to show its folly; for when, in the wisdom of God, the world knew not God; and when it showed that, whatever else it could attain in arts and languages, still, by the wisdom of God, it knew not God—when that was effected then it pleased God, by "the foolishness of preaching," to say, "then believe." The subject-matter of the preaching ordained by God was objective truth revealed by faith. These were not random words. He had thought over them. Except we received this objective truth as little children we missed the foundation, and could never be found in the superstructure. They desired to help forward this great enterprise. Brethren, enlightened in different degrees, appreciated the efforts of this society. The success of their enterprise had been marvellous; but why should he call it marvellous when it was what might have been reasonably expected, for there was a large mass of honest piety in the clergy of the Church of England which never publicly obtruded itself on the observations of their fellow-men. There were many brethren there that day who would bear testimony to the valuable operations of the society. There was no ordinary plan by which the society raised funds—no expensive machinery—it depended on voluntary contributions to those who were sent forth to preach the word of God; and thus it required pecuniary as well as others aid.

The Rev. J. KELLY, the hon. secretary, then read the report of the committee, which was subdivided under three heads—the great message; the messengers; and the reception it met with. It was a very lengthy document, and presented few facts producible in a newspaper. It showed the necessity for such a society, when in the metropolis alone, with all its parochial machinery, there was scope for a home mission accredited with the title of "diocesan." With the assent of the incumbents, the society visited periodically the parishes which came within their circuit, and the preaching took place chiefly in the evening in the church or school-room, and on the following morning an address was delivered to the children, or a short sermon in the gaol or workhouse. In the colliery districts some of the missionaries had descended the pits, and addressed the men at dinner-time, and there had been open-air preaching on the beach at Brighton. By this labour of love much had been done to conciliate Nonconformists. The society had this year obtained 40 circuits, but with the approach of Lent they had had to reduce that number. There were upwards of 500 clergymen on the society's list as missionaries, but of that number only 272 had actually assisted, and of those 176 had only contributed one circuit.

The Hon. and Rev. Mr. Keppel, rector of North Creek, Norfolk; the Rev. J. Kempthorne, vicar of Wedmore, Somerset; and other clergymen then bore testimony to the efficiency of the society; and, after prayer, the meeting separated.

THE LORD'S-DAY OBSERVANCE SOCIETY.

The thirty-first annual meeting of the Society for Promoting the Due Observance of the Sabbath was held on Tuesday in Exeter Hall, when the chair, in the absence of Mr. J. Labouchere, who was unable to preside in consequence of illness, was taken by Mr. Peter Cator. The committee in making their report reviewed the operations of the society during the past year under different heads. The first was in reference to the opening of the Crystal Palace on Sundays, and as a proof that the cry was got up for the people and not by them, they instanced the fact that the average number of shareholders visiting the palace on Sundays had been only 60; but to quicken the share-selling movement, the building was placed, on a particular Sunday in 1860, at the disposal of shareholders and their friends, when 1,300 persons were present; and on Trinity Sunday, 1861, when tickets of admission had been previously offered at benefit clubs, public-houses, and workshops at 1d. each, 43,000 persons were drawn to the palace; and thus there was an active competition with Sunday schools and places of worship. This was the most gigantic innovation on the observance of the British Sabbath this country had ever seen, but the chairman of the company had been obliged to confess that it was a violation of the resolution of the shareholders, and the desecration had not been repeated. The committee regretted that, notwithstanding the opposition of the society, the Dublin Botanic Gardens, which are under the management of the Dublin Royal Society, were open to the public gratuitously on Sundays, and that the trustees of the British Museum had not given effect to the recommendation of the select committee of the House of Commons to open the institution on week nights, which would have effectually suppressed the agitation for opening it on the Sabbath. With regard to trading on the Lord's day, the committee reported that the Sunday traders were not less numerous and busy than heretofore. The shops open in the moiety of London occupied by the City Mission would constitute 30 continuous miles of open shops, and if the other half of London was, as it might be assumed, of a like character, it would extend the line to 60 miles, and yet the majority of Sunday traders groaned under the burden, and struggled to be delivered from it. The fishmongers, poulterers, and ice-merchants had formed themselves into an association for obtaining the entire abolition of Sunday labour in the above trades, and a number of photographers had joined together with a similar object. At Hull, a meeting, presided over by the mayor, had been held in August last, when an association had been formed to obtain a legislative enactment prohibiting the sale of intoxicating liquors between the hours of eleven on Saturday night and six on Monday morning. The committee then proceeded to condemn Sunday excursion trains as not only unnecessary but as a great hardship on the companies' servants, and made special allusion to the late accident in the Clayton tunnel, which had aroused the society to renewed effort. Referring to the employment of omnibuses and cabs, the committee remarked there was, as regarded the latter, a steady decrease in the seven days' licenses, and that about one-third of all the cabs in London were not brought out on Sundays, which accounted for the marked improvement of the men, and the movement was spreading in the provinces. No corresponding relief had as yet been afforded to the omnibus servants, and out of the 1,200 omnibuses licensed for the metropolis, only 108 rested on the Sunday. The committee had just issued an appeal on their behalf. The total income of the society for the past year, including a balance of £310 2s. 1d., was £1,101 7s. 9d.; and the expenditure, £796 19s. 5d.; leaving a balance of £304 8s. 4d.—thus, deducting last year's balance, the society had this year spent £9 more than it had received. On the motion of the Rev. Canon Miller, the report was adopted; and other gentlemen having addressed the meeting, the proceedings terminated. There was a very small attendance.

RAGGED CHURCH AND CHAPEL UNION.

The ninth annual meeting of this society was held on Tuesday evening in Exeter Hall. Lord Calthorpe was to have presided, but was unable to be present from indisposition, and Mr. A. Baxter took the chair.

The Rev. J. RICHARDS having offered up prayer,

The SECRETARY read the report of the committee, which alluded to the testimony borne by the Bishop of London in favour of such places of worship for the poor as a wise arrangement for every parish to adopt. The blessing of God had attended the efforts of the society during the past year, and the supply of funds had been much larger than in previous years, so that the committee had not been compelled to refuse any applications. The society had now 50 stations under the care of local committees, with an attendance of 3,000 persons. In George-yard, Whitechapel, the attendance on Sundays and Tuesdays was so great that many were unable to obtain seats. At the Boatman's Institution, Paddington, there was also a large attendance. The Canal-road, Dalston station, in a neighbourhood where nearly all were in a state of total ignorance of religion, had been attended with good results, and the same remark applied to the stations at King Edward-street, Mile-end; Clump's-row, Shoreditch; Nightingale-street, Portman square, and others, although some had not been attended with such satisfactory fruits, three stations having been discontinued. The committee felt that if they had adequate means at their disposal they could, through the agency of this society, undertake to make a vast change in the religious feelings of this great metropolis. Whilst the preaching of the Gospel was the chief instrument in the elevation of the poor, the society sought also to improve their temporal condition by the establishment of penny banks, clothing clubs, &c., and the character of the society was entirely unsectarian, the object being to Christianise the masses. The receipts for the year were £482 19s. 9d., and the expenditure £284 3s. 11d., leaving a balance of £198 8s. 10d.—the explanation of so large a balance being that a legacy had lately been received. The chairman, having expressed his regret at the absence of Lord Calthorpe, advocated the claims of the society as an agency for improving the religious and social condition of the poor, who would otherwise never attend a place of worship. On the motion of the Rev. Dr. H. Allen, seconded by the Rev. R. H. Baynes, the report was adopted. The Rev. J. P. Waldo then moved the following resolution:—"That this meeting recognises the good hand of God in the support which has been vouchsafed to the institution during the nine years of its existence, and believing such agency specially adapted and urgently required to meet the spiritual necessities of the multitudes of poor abounding in the metropolis, they commend the society to the prayers and the liberality of God's people."

The resolution having been seconded by the Rev. J. THOMAS, a vote of thanks was passed to the chairman, and the meeting having sung the doxology, separated.

THE FRIEND OF THE CLERGY CORPORATION.

The annual dinner of this society took place last night at the London Tavern. The Right Hon. Lord Stanley, M.P., was in the chair, supported by Mr. W. Morrison, M.P., Alderman Rose, Mr. N. Worthington, the Rev. Dr. Farley, the Rev. A. G. Cornwall, the Rev. J. N. Griffin, the Rev. P. P. Gilbert, the Rev. Dr. Sier, the Rev. J. Brown, the Rev. F. C. Cass, the Rev. A. Christmas, the Rev. Dr. Courtenay, the Rev. J. B. M'Caul, and Mr G. K. Boys. The committee of management report that the object of the charity is twofold: first, to provide permanent pensions not exceeding £40 per annum, for the widows and unmarried orphan daughters of the clergymen of the Established Church; secondly, to afford temporary assistance to necessitous clergymen and their families. Since the foundation of the charity in 1849, 120 ladies have been admitted pensioners, and they have received a total of £22,442. Ninety-eight ladies are now receiving pensions of from £30 to £40 per annum, the lesser amount increasing to the greater with advancing years; and the payments to them during the past year amounted to £3,500. The number of candidates at each election averages from 100 to 120, but during the last annual elections only three candidates have been placed on the funds of the institution. With respect to the second object of the charity the sum of £7,789 has, it appears, been distributed in grants of from £5 to £20 to clergymen and their families in distressed circumstances; but in consequence of the increased demands on the society for pensions little during the last few years has been done in this direction. Grace having been sung, the right hon. chairman proposed in eloquent terms "The Health of the Church and Queen." "The Health of the Prince of Wales and the rest of the Royal Family" was next given, and received with customary honours. After "The Health of the Archbishops, Bishops, and Clergy of the Established Church" had been drunk, and a few words in reply from Dr. Courtenay, the right hon. chairman rose to give "The Health of the Army, Navy, and Volunteers." The toast was acknowledged by Alderman and Major Rose in appropriate terms. The noble chairman next rose to propose the toast of the evening. He said the object of the charity was twofold, and that a necessity for its maintenance could not be better proved than by the experiences of those who administered its funds. He could not say that the Church of England was poor—the average income of each clergyman being £250 per annum. But averages were always deceitful. The question was not whether there was enough for all, but whether all had enough. The number of livings below £100 per annum was between 1,900 and 2,000, and below £200 per annum between 2,900 and 3,000, or in round numbers the livings below £200 per annum in value were about 5,000. To these must be added 5,000 curates who received annual stipends below £100; so that on the whole number of the clergy the average salary did not exceed £100 per annum. With this small remuneration the clergyman had to meet all the calls of his profession. He must be liberal in giving alms, maintain the habits and mien of a gentleman, and mix with his equals in education. The clergy, too, were mostly married men; and it was right that they to whom men looked up in difficulty for advice and comfort should not be ignorant of those relations of life out of which so much arose. All these causes contributed to make and keep them poor. His lordship then adverted to the general state of the clergy in districts where the churches were inadequately endowed, and commented on the different career a man entered on when he went into orders to those who devoted themselves to the legal profession or mercantile pursuits, and concluded by advancing several instances in which the operations of the society had proved most beneficial, and expressing a hope that their meeting would prove beneficial to it. The health of the chairman of the evening and "The House of Commons" was next proposed by Dr. Griffin, and, after a few words of acknowledgment from Lord Stanley, the secretary announced the subscription made in the course of the evening, which amounted to nearly £500.

The musical arrangements were under the direction of Mr. R. G. Wesley, assisted by the Misses Martin and Lascelles, Mr. Lister, and Mr. C. Henry. Mr. Harker was toastmaster.

PROFESSOR OWEN'S LECTUTES ON BIRDS.

Yesterday afternoon Professor Owen commenced a course of six lectures, "On the Character, Organisation, Geographical Distribution, and Geological Relations of Birds," at the Museum of Practical Geology, in Jermyn-street. In his introductory observations he pointed out the marked distinctions between the characters of birds and those of fishes, reptiles, and mammalia; and he particularly directed his observations to those peculiarities in the conformation of birds which are adapted to flying. The heart and the organs of respiration are more elaborate in birds than in other creatures, and air cavities, which proceed from the lungs to various parts of their bodies, serve to carry on the functions of respiration in the veins and arteries as the blood circulates as well as in the lungs; and the effect of this larger absorption of oxygen is to give an energetic action to the muscles, and produces a temperature varying from 93 deg. to 100 deg. Professor Owen then described the structure and formation of the bones of birds, which adapt them to flight, the number of air cells giving lightness, whilst the large size of the wing-bones and the rigidity of the back afford the means of attaching the powerful muscles that are requisite to raise them from the ground and propel them through the air. He noticed the attempts that have been made by man to imitate the flight of birds, which, he said, must necessarily fail, because man wants the peculiar structure of the heart, the peculiar system of respiration, and the lightness of the bones which birds possess. The vertical column of birds differs materially in its flexibility to suit the various purposes it is intended to fulfil. The bones of the neck in all birds are remarkably flexible, to enable them to turn their heads in every direction, and to apply their beaks to all parts of their bodies. In the upper part of their backs the vertebra become almost joined together, to give rigidity to the parts to which the muscles that aid their flight are attached, whilst in the lower part the bones again become flexible, till they terminate in the tail, that serves as a rudder to direct their flight in the air. The large breast-bones of birds assist in expanding and contracting the lungs, in which important function the "merrythought" takes an important part. In describing the feet of birds, and the difference in the forms of different species to adapt each to its peculiar habits of life, Professor Owen stated that the number of toes in all is the same, though some domestic fowls have what are called spurs in addition, which are not, however, used for the purpose of locomotion. After describing in detail the different other parts of the skeleton and their special adaptations, Professor Owen said he should in the next lecture proceed to consider the organisation of birds.

STOCK LISTS.—*Yesterday.*

ENGLISH FUNDS.

Bank Stock, 236.
Three per Cent. Reduced Annuities, 91¼ ⅜ ¼ ⅜.
Three per Cent. Consols Annuities, 93¼ ⅜ ¼ ⅜ ¼.
New Three per Cent. Annuities, 91⅜ ¼ ⅜ ¼.
India Stock, 227½ 9.
India Stock, Five per Cent., 109¼ 8¾ 9¼.
India Enfaced Paper, 5 per Cent., 103¾ ½.
India Enfaced Paper, 5½ per Cent., 109¾.
India Debentures, 1863, 100.
Consols for Account, 92⅞ 2 1⅞.
Exchequer Bills, £1,000, 3 per Cent., 15s. 14s. pm

FOREIGN FUNDS.

Five per Cent. Brazilian, 100¾.
Four-and-a-Half per Cent. Brazilian, 1852-58-60, 92¼ ½.
One per Cent. Buenos Ayres (Deferred 3 per Cent.), 35¼.
Three per Cent. Chilian, 75.
Seven per Cent. Egyptian, 1⅞ 2¼ pm.
Maremmana Railway Scrip, ⅜ ⅝ 1 dis.
Three per Cent. Mexican, 31⅞ ⅞ 2 1⅞.
Three per Cent. Mexican, Acct., May 30, 32¼ 1⅞ ⅞.
Three per Cent. Portuguese, 1853, 45¼ ½.
Three per Cent. Portuguese, 1856, 57, 59, and 60, 45⅜ ⅜.
Three per Cent. Spanish, 54.
Three per Cent. Spanish New Deferred, 44¼ 4.
Three per Cent. Spanish Passive, 19⅜.
Spanish Committee Cert. of Coup., not funded, 8⅜ ⅝ ½.
Six per Cent. Turkish, 1854, 80½ ⅜.
Six per Cent. Turkish, 1858, 70¾.
Six per Cent. Turkish, 1862 (Scrip), 2½ ⅝ ⅜ pm.
Six per Cent. Turkish paid up Scrip, 70.
Two-and-a-Half per Cent. Dutch, Ex. 12 Guil., 64¼.
Five per Cent. Italian, 1861, Ex. 25 francs, 71⅜ 1 ½.

THE MARKETS.—*Yesterday.*

CORN EXCHANGE.

At this day's market supplies of wheat and oats were good, and English and foreign wheat do not recover tone. Floating cargoes of Ghirkas move off freely, and most of the other cargoes left are fairly bid for. Flour remains inactive at about Monday's prices. Indian corn loses value. Barley goes pretty freely into consumption for feeding. There is no rye offering. Peas and beans are rather cheaper. Oats remain unchanged.—USBORNE and SON, 5, New London-street.

ARRIVALS.

	Wheat.	Barley.	Oats.	Flour
English	970 qrs.	— qrs.	110 qrs.	290 scks.
Irish	—	—	1200	—
Foreign	16580	27030	23640	2600 sks.
do.	—	—	—	2450 bls.
Malt	— qrs.			

COAL MARKET.

Bates West Hartley	15s 0d	Hilda	14s 0d
Buddle's West Hartley	15s 9d	Riddell	14s 6d
Byass's Bebside West Hartley	15s 9d	Braddylls Hetton	15s 6d
Craghead Steam	14s 0d	Framwellgate	15s 0d
Davison's West Hartley	15s 9d	Hetton	16s 6d
Ellison Main Steam	14s 6d	South Hetton	16s 6d
Grey's West Hartley	15s 3d	Tunstall	15s 3d
Hasting's Hartley	15s 9d	Cassop	15s 6d
Holywell	16s 0d	Caradoc	15s 6d
Lambert's West Hartley	15s 9d	Hartlepool	16s 0d
North Pelton Gas	13s 0d	Heugh Hall	15s 0d
Sleekburn West Hartley	15s 0d	Kelloe	15s 6d
Tanfield Moor	13s 0d	South Hartlepool	15s 0d
Tanfield Moor Butes	13s 0d	South Durham	14s 6d
Walker Primrose	12s 6d	South Kelloe	15s 6d
West Wylam	14s 3d	Trimdon Thornley	14s 3d
Wylam	15s 6d	Whitworth	14s 9d
Wall's End, &c.		Peases West	14s 6d
Acorn Close	15s 0d	Carway and Duffryn Anthracite	21s 0d
Eden	15s 0d	Carway and Duffryn Malting	23s 0d
Harton	14s 6d		
Hedley	14s 0d		

Ships at market, 200; sold, 143; unsold, 57.

GOLD AT OTAGO.—The intelligence received from Otago is satisfactory. Although a great number of the Victorian diggers are returning home, it is only for the winter, having earned sufficient during the fine season to enable them to live in idleness during the winter. Dunedin is making rapid progress. Public buildings of a superior description are already being erected, and all descriptions of trade are brisk.—*New Zealand Examiner.*

LIVERPOOL MARKETS, &c.—*Yesterday.*

STOCKS AND SHARES.—Sales to-day:—Eastern Counties, 57; Lancashire and Yorkshire, 10[?]; London and North Western, 93¾ ⅞; Manchester, Sheffield, and Lincoln, 41¼; Buffalo and Lake Huron, 6 1-16 6 6 1-16 6 5 6 16; do. 7 per Cent. £10 shares, 8; Grand Trunk, of Canada, 23¾; Great Luxembourg, 15 ¾ 16 ¼ 3-16; Great Western of Canada, 12¾; Sambre and Meuse, 11¼ ex div.

COTTON.—We have had a very slow market to-day, with great irregularity in prices. Surats are rather easier; in other kinds there has been so little done that the bearing of the market as to prices cannot be tested. We may, however, quote ⅛ decline upon those of last week for American. The sales are 3,000 bales, of which 500 were for export and speculation.

SHIPPING.—Arrived: John Bell (s.s.), from New York; Warbler, from New York and Fayal; Sirocco, from Eastport; Nina (s.s.), from Barcelona. Sailed: Kangaroo (s.s.), R. Robinson, Wm. Tapscott, and Gorilla, for New York; Orso, for Sydney; India, for Sumatra and Calcutta; Inca and Ernest, for St. Thomas.

WIND AND WEATHER REPORT.

(By Magnetic and Submarine Telegraph.)

CENTRAL LONDON STATION, 58, THREADNEEDLE-STREET, MAY 14.

Cambridge, N.: dull.	Hull, S.E.: dull.
Chatham, N.E.: dull.	Leeds, S.W.: dull.
Deal, E.N.E.: moderate.	Newcastle-on-Tyne, N.W.: fine.
Dover, N.N.W.: overcast.	Newmarket, N.E.: dull.
Galway, S.: dull.	Norwich, N.E.: fine.
Gravesend, E.N.E.: fine.	Queenstown, S.: dull.
Hartlepool, S.E.: dull.	Sunderland, S.E.: fine.

CONTINENTAL STATIONS.—MAY 13.

Brest, N.: cloudy.	Marseilles, S.E.: rain.
Brussels, N.E.: fine.	Montpellier, E.: rain.
Cherbourg, N.E.: cloudy.	Paris, E.S.E.: cloudy.
Copenhagen, E.: cloudy.	St. Petersburg, S.E.: foggy.
Dunkirk, N.E.: foggy.	Stockholm, E.S.E.: cloudy.
Havre, N.E.: rain.	Toulon, N.E.: rain.
Lisbon, N.N.W.: foggy.	Turin, N.: foggy.
Madrid, N.: foggy.	Vienna, W.N.W.: cloudy.

PROBABLE.

This Day (Thursday).	To-Morrow (Friday).
N. Britain.—S.E. to S.W., moderate, fine.	S.W. to N.W., moderate to fresh, fine.
Ireland.—S.S.E. to S.W. and W., moderate to fresh.	S.S.W. to N.N.W., fresh to strong.
Central.—E.S.E. to S.S.W., light to moderate.	S.S.E. to W.S.W., moderate to fresh.
E. Coast.—E.S.E. to S.S.W., fresh to moderate.	S.S.E. to W.S.W., moderate to fresh.
S. England.—E.S.E. to S.S.W., fresh to moderate.	S.S.E. to W.S.W., moderate to fresh.

FOREIGN MAIL PACKET LIST.

In the following table E signifies that letters are despatched by evening mails from London, and M by morning mails:—

Destinations.	Despatch of mails.	Port of Despatch.	Next mails due.
Australia & Mauritius via Southtn.	May 20 M	Southam.	May 19.
Ditto, via Marseilles	May 26 E		June 12.
Brazil & Cape Verds, by Brit. pkt	June 9 M	Southam.	June 4.
Ditto, by French packet	May 24 M		
C. of G. Hope, Ascension, & St. Hel.	June 5 E	Devonprt.	June 1.
China, Penang, & Sin'a., via Southn.	May20 M	Southam.	May 19.
Ditto, via Marseilles	May26 E		May 27.
Falk'and Islands	June 9 M	Southam.	June 4.
Gibraltar, via Southampton	May26 M	Southam.	May 19.
India (Calcutta) & Ceylon via Southn	May20 M	Southam.	May 19.
Ditto, via Marseilles	May 26 E		May 27.
India (Bombay), via Southampton	May27 M	Southam.	May 26.
Ditto, via Marseilles	May 19 E		May 20.
Lisbon	May17 M	Southam.	May 21.
Malta, Egypt, & Aden, via Southn	May20 M	Southam.	May 19.
Ditto, via Marseilles	May 19 E		May 20.
Mauritius, via Southampton	May 20 M	Southam.	June 10.
Ditto, via Marseilles	May 26 E		June 5.
Newfoundland	May 17 E	Cork	overdue
Oporto and Vigo	May17 M	Southam.	May 21.
United States and British North America, by British packet	May 17 E	Cork	May 22.
Ditto, by United States packet	—	Southam.	
Ditto, Ditto	—	Cork	
Ditto, by Canadian packet	May 15 E	L'dnderry	May 14.
W. C. of Africa, Madeira, & Teneriffe	May 23 E	Liverpool	June 10.
Bahamas (via New York)	June 7 E	Cork	June 5.
Mexico	June 2 M	Southam.	May 29.
W. Indies & Pacific, Chili, Peru, California, & British Columbia	May17 M	Southam.	May 14.

HIGH WATER AT LONDON-BRIDGE THIS DAY.
Morning 2-30 | Afternoon 2-55

BIRTHS.

ABRAHAM.—On the 12th inst., at 8, Bloomsbury-place, Bloomsbury-square, W.C., the wife of Mr. Samuel V. Abraham, of a daughter.

ALLEN.—On the 9th inst., at 103, Camden-road Villas, the wife of Thomas Bull Allen, Esq., of a son.

BRITTEN.—On the 10th inst., at Brockley-hill, Forest-hill, Mrs. William Britten, of a daughter.

CONSTABLE.—On the 10th inst., at 21, St. John's-wood-road, the wife of Commander C. G. Constable, H.M.'s Indian Navy, of a son, prematurely.

DAVIS.—On the 9th inst., at 49, Southampton-row, Russell-square, the wife of B. Goodwin Davis, Esq., of a son.

EGERTON.—On the 13th inst., at 35, Hertford-street, Mayfair, the Hon. Mrs. Arthur Egerton, of a daughter.

ENTHOVEN.—On the 9th inst., at The Plain, Hague, Holland, the wife of H. Enthoven, Esq., of a son.

GILLIAT.—On the 12th inst., at 9, Westbourne-street, Hyde-park, the wife of John S. Gilliat, Esq., of a daughter.

HILDYARD.—On the 11th inst., the wife of the Rev. Horatio Samuel Hildyard, rector of Lofthouse, in the North Riding of Yorkshire, of a son.

HOLMAN.—On the 13th inst., at 4, High-street, Barnet, the wife of Mr. Henry Holman, of a son.

HORTON.—On the 11th inst., at Bromsgrove, Worcester, the wife of Charles Horton, M.D., of a daughter.

KEATING.—On the 8th inst., at Tutshill, Gloucestershire, the wife of Lieutenant-Colonel A. Keating, Retired List Madras Army, of a son.

KLOPP.—On the 12th inst., the wife of Mr. O. C. Klopp, 72, Winchester-street, S.W., of a son.

MAW.—On the 10th inst., at Benthall Hall, near Broseley, Mrs. George Maw, of a son.

NORTH.—On the 12th inst., at Wray-common, Reigate, Mrs. North, of a son.

REYNOLDS.—On the 11th inst., at 42, Bedford-street South, Liverpool, the wife of Jacob Reynolds, Esq., of a son.

SNOW.—On the 9th inst., at the Vicarage, Eltham, Kent, the wife of the Rev. Arthur L. P. Snow, of a daughter.

STAPLETON.—On the 11th inst., at 44, Queen's-gate-terrace, the wife of John Stapleton, Esq., of a son.

WARD.—On the 11th inst., at Calton Parsonage, Ashbourne, Derbyshire, the wife of the Rev. William Carlisle Ward, of a daughter.

WOOD.—On the 7th inst., at Moreton Corbet Rectory, near Shrewsbury, the wife of the Rev. Robert Faulkner Wood, of a daughter.

MARRIAGES.

BLACK—BURNET.—On the 4th March, at Jullunder, Captain S. Black, late 37th B.N.I. Bengal Staff Corps, Military Secretary, Punjaub Government, to Emily, daughter of Colonel F. C. Burnett, Royal Art.

CHAMBERS—HARE.—On the 14th inst., at Sunninghill, Berks, by the Right Rev. the Bishop of Winchester, assisted by the Rev. Frederick Danison Maurice, Charles Harcourt Chambers, Esq., only son of the late Sir Charles Harcourt Chambers, Chief Justice at Bombay, to Lucebella, only daughter of the late Marcus Theodore Hare, Esq., R.N., and the Hon. Mrs. Hare.

COTTON—FAULCONER.—On the 30th ult., at Walcot Church, Bath, by the Rev. C. T. Hellins, William Cotton, Esq., of 112, Bishopsgate-street, bank inspector, to Fanny Emily, only child of the late George Faulconer, Esq., of Newhaven, Sussex, and formerly of the 81st Regiment.

DOWELL—PIPER.—On the 7th inst., at St. Swithin's Church, City, by the Rev. Edward Allfree, Henry, second son of Joseph Gowell, Esq., of Woodford, to Jane, second daughter of Henry Piper, Esq., of Peckham.

LIPSCOMB—WOODGATE.—On the 6th inst., at St. John's Church, Sandbach, Cheshire, by the Rev. Henry Petley, M.A., Robert Hartley, youngest son of the Rev. Francis Lipscomb, rector of Welbury, Yorkshire, to Mary Katharine, second daughter of Major Woodgate, late 20th Light Dragoons.

MALTBY—OBBARD.—On the 8th inst., at the parish church of St. Giles's, Camberwell, by the Rev. W. J. Chapman, M.A., William, eldest son of W. Maltby, Esq., of De Crespigny-park, Denmark-hill, to Frances, youngest daughter of J. Obbard, Esq., of the same place.

SIMONS—LEVY.—On the 30th ult., at the residence of the bride's father, by the Rev. Dr. Adler, assisted by the clerical officials of the Great Synagogue, Simon Simons, Esq., 1, Castle-street, Houndsditch, formerly of The Hague, Holland, to Miss Amelia Levy, only daughter of S. Levy, Esq., 47, Houndsditch.

SIMMONS—COOPER.—On the 10th inst., at Homer, Hereford, by the Rev. Albert Jones, vicar, Henry Simmons, Esq., of Wrotham, Kent, to Elizabeth Cooper, youngest daughter of the late George Cooper, Esq., of Church Stretton, Salop.

STOKES—GEORGE.—On the 26th ult., at St. Marylebone, J. M. Stokes, Esq., M.D., to Susanna, second daughter of Robt. George, Esq., of Brighton.

DEATHS.

BERNARD.—On the 10th inst., at Gateacre, aged nineteen months, Lewman John, son of the Rev. John Bernard.

BLYTH.—On the 12th inst., at 50, St. Paul-street, Islington, of consumption, Jane Frances, the wife of Mr. James Blyth, aged twenty-three.

BURT.—On the 3d inst., at Mount Pottinger, Belfast, Captain W. Burt, R.N., only son of the late William Burt, Esq., Secretary to the Chamber of Commerce, Plymouth.

CULBERTSON.—On the 9th inst., at Avena, Ballisodare, Sligo, Robert Culbertson, Esq., J.P., aged fifty-two.

CUMING.—On the 12th inst., at 96, St. George's-terrace, Pimlico, Frances, only daughter of George Walker Cuming, Esq., late of Southsea, Hants, aged sixteen years.

DUNHILL.—On the 10th inst., in the sixty-seventh year of his age, James Dunhill, Esq., of Doncaster.

ELGIE.—On the 10th inst., after a long and painful illness, Margaret Louisa, eldest daughter of Richard Elgie, Esq., of Bournemouth, Hants, aged twenty-two.

FREELAND.—On the 12th inst., aged twenty-three, Eleanor Susan, eldest surviving daughter of the late Rev. Henry Freeland, rector of Hasketon, Suffolk.

KERR.—On the 13th inst., at 9A, Westbourne-park, Paddington, William Mitchell Kerr, Esq., late of Terlings-park, Herts, aged seventy-three.

MACARTNEY.—On the 10th inst., at Brighton, after a short illness, Edward A. C. Macartney, Major, Sierra Leone Militia, aged thirty-three.

PENNINGTON.—On the 11th inst., at 1, Salisbury Tower, in the seventy-fifth year of his age, Major James Masterton Pennington, Military Knight of Windsor, late of the 5th and 48th Regiments.

PLUMMER.—On the 12th inst., at Hartley Rectory, near Alton, Hants, Herbert Wilgress, the child of the Rev. John T. Plummer, in the tenth year of his age.

VOSS.—On the 11th inst., at Nicholaston, near Swansea, William Voss, Esq., in the sixty-sixth year of his age.

WERE.—On the 10th inst., after a few days' illness, at his residence, Brixton Ville, Brixton, Surrey, William Were, Esq., of Botolph-lane, City, aged eighty-one.

WHITEHOUSE.—On the 11th inst., at Brighton, in his eleventh year, Henry Jermyn, the only son of J. Whitehouse, Esq., of Lincoln's-inn-fields.

YEO.—On the 11th inst., at Drayton House, Ealing, Elizabeth Emily, the only surviving child of Richard Yeo, Esq., in the nineteenth year of her age.

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