

PROVINCIAL THEATRES AND GOSSIP.

LIVERPOOL THEATRE.—The visit of his Royal Highness Prince Albert, to lay the foundation stone of the Sailors' Home, has induced the lessee, Simpson, to open the theatre for a few nights. Mr. Stretton, Mr. Allen, and Miss Rainforth, appeared in the operas of "Mariana," the "Bohemian Girl," and "La Sonnambula," the past week, to very good houses. Added to which, the 36 children, English manufacture, from Birmingham, and taught by Mr. John Ridgway, have been introduced to the stage with the highest success. They execute all the difficult *posés* and admirable effects of the Viennoises children, with an accuracy that has delighted the beholders. Their appearance at one of our metropolitan houses will be shortly announced.

Adelphi, Christian-street.—Mr. J. Hammond, the manager, has also provided a treat in the musical department, in the engagement of Harrison, Borroni, and Miss Romer, who have performed the grand opera of the "Crown Diamonds," "The Daughter of Saint Mark," and "The Quaker," with tolerable success.

The Liver.—The houses here are truly wretched nightly. Marshall, to whom Raymond has let the theatre, has been very unfortunate in this speculation. Miss E. Montague appeared for her father's benefit on Friday night, as Juliet, in "Romeo and Juliet," to a most miserable house. The general company are, in their qualifications, painfully inferior to what the town is used to.

MARGATE.—This long-neglected temple of the Muses has at last found a tenant in a lady (Miss Joiner), who opened the campaign on the 25th ult., with the play of "Speed the Plough," and "The Loan of a Lover." Success attended the "Forlorn Hope" of Miss Joiner!

PRESTON.—Mr. James, from the Queen's Theatre, has, during the occupancy of his house by Mr. Abington, engaged this establishment, and transplanted his London troupe to the ordeal of a Lancashire audience. The company opened on Monday last, with the chief favourites, Parry, Hudspeth, and Mrs. Cowls. The house has been re-decorated throughout, and the scenic department (a novelty there) greatly added to.

WORKINGTON.—Mr. G. Owen has been most successful at this theatre in Othello, Young Norval, and Shylock.

LEEDS.—*Circus Royal.*—Mr. Barnes, of this theatre, on Monday last, performed the difficult operation of throwing sixty-six summersets at one trial.

EDINBURGH.—Murray is reviving the stock pieces, with his regular company, in a very efficient manner. C. Glover, son of the popular actress of that name, Wyndham, and Lloyd, with Mrs. Tellett, continue to be very popular.

Mr. Stephens, of the free-list department at the Haymarket, announces his annual benefit on Monday, the 3d inst.

Bunn has engaged Flora Fabri; she will make her first appearance in a new ballet at the commencement of the season.

Miss Rainforth and Miss Kate Loder have been elected members of the Philharmonic Society.

Mrs. Davidge has entered into an engagement with the Misses Cushman, who are to appear at the Surrey Theatre for a limited number of nights; they will make their *début* here on the 24th inst. Mr. Macready's engagement of twenty nights, commences on the 7th September; he will appear in conjunction with Mr. Cooper, Mr. Leigh Murray, Mrs. Ternan, and a newly-organized dramatic company.

The Victoria Theatre will re-open on Monday, the 10th inst., under its old management.

Mr. Henry Russell, the celebrated vocalist, will commence a series of popular entertainments at the Strand Theatre on Monday next.

Mr. H. Hughes, now of the Surrey Theatre, has been engaged by Mr. Maddox of the Princess's, for the next season.

Mr. George Bolton, of Olympic notoriety, is in the field,—he advertises, as sole lessee and manager, for *coryphées* and ladies of the *corps de ballet* for the winter season.

On dit that Mr. Hammond has become the lessee of the Doncaster Theatre, which is to be opened shortly.

Report states that Borroni will not appear next season at Drury Lane, he having been engaged for the next three years at the Académie Royale, Paris.

ROYAL GRECIAN SALOON.—We see that Rouse takes his benefit on Monday next, August the 3d. His bill of fare is very promising, consisting of a new farce, Auber's opera of Crown Brilliants, and a ballet, to conclude with a grand display of fireworks and a ball. We wish the enterprising manager success.

A Dutch Carnival and Grand Fancy Fair is announced to take place on the 3d and 4th of this month, at the Brecknock Arms, Camden Town. The bills promise a grand concert, artistic performances, a ball, and a superb display of fireworks.

A NEW METROPOLITAN THEATRE is to be forthwith erected on a plot of ground on the east side of Leicester-square (formerly the site of Jaunay's Hotel). Mr. Parkinson, of Sackville-street, is the architect. The cost of the erection is estimated at £25,000. Properties, scenery, wardrobe, &c., £5,000, making a total of £30,000. Mr. Buckstone, of the Haymarket, is to be the lessee.

MORTALITY OF THE METROPOLIS.—The number of deaths registered in the metropolis during the week ending the 18th of July, was 1,053, of which number 1,032 were from disease, being an increase in the number of deaths from disease, as compared with the preceding, of 146. A great increase appears to have taken place in the deaths from disease of the organs of respiration. In the week ending the 18th July they were 258, and in the preceding week 203. The deaths from diseases of the stomach, liver, and other organs of digestion during the week ending 18th July were 115.

THE CHARGE OF PERJURY AGAINST RICHARD DUNN BY MISS BURDETT COURTS.—It will be recollected that this defendant succeeded in his application to remove the indictment for perjury from the Central Criminal Court to the Court of Queen's Bench by writ of *certiorari*. Since the decision of the learned judge in his favour, the defendant having failed to put in the required bail, Mr. Justice Patteson has issued a warrant for his apprehension, which has been placed in the hands of Inspector Shackell, the active superintendent of the detective police force.

WESTMINSTER BRIDGE.—Mr. Walker and the committee have had several consultations respecting the condition of Westminster-bridge, and the general opinion entertained by them is that the present structure should be pulled down and a new one substituted. Mr. Walker has already drawn out plans and specifications for the new bridge. He proposes that a temporary wooden bridge should be erected, and a new bridge commence eastward of Ginger's Hotel.

ANTY CORN-LAW LEAGUE.—Tuesday was fixed for the sale of the goods (tables, chairs, carpets, &c.) belonging to the members of this, now defunct, association. There was nothing of interest in the sale itself, whatever extraneous interest it might have borrowed from the assurance it gave of the earnestness of the leaders of the Corn-Law movement, when they declared their league to be at an end. The whole of the goods were disposed of at the usual prices of second-hand furniture; and the only article worthy of particular comment was the sale of the "Presentation Boat, Leander," which was bought in by a member for ten guineas.

FALL IN THE PRICE OF BREAD.—On Tuesday the first-rate bakers at the west end of the town lowered the 4lb loaf from 9d. to 8½d.; the second-rate bread from 7d. to 6½d. per 4lb. In the Blackfriars-road, Westminster, Whitechapel, and other populous parts, the cheap bakers offer very fair bread at 5½d. and 6d. the loaf.

INDIAN MEAL.—A thousand tons of this nutritious meal are issued weekly from the government depots at Cork alone, at £10 a ton.

RAILWAYS.

MR. HUDSON'S LINES.

At a meeting of the Midlands, G. Hudson, Esq., M.P., in the chair, the report stated that the total receipts of the half-year amounted to £324,053, and the expenditure to £148,887, leaving a balance of £175,166, applicable to a dividend. The receipts showed an increase of £16,955 from passengers, of £317 from goods, of £866 from parcels, of £71 from the carriage of mails, and of £5,435 from minerals. The stock of the company was in excellent condition, and likely to continue so for some time. The contract for the maintenance of the permanent way south of Derby, had been re-let at a saving of £6,000 upon the former contract. The works on the line from Nottingham to Lincoln were nearly completed, and it was intended to open that line on the 4th of the ensuing month. Two portions of the Syston and Peterborough line were completed; namely, from Peterborough to Malton, and from Syston to Swinton; and it was proposed to open such portions for traffic early in the ensuing month. The branch for connecting the Midland with the Sheffield and Manchester line was expected to be opened early in the autumn, while the Erewash Valley line was progressing most satisfactorily.

It was proposed to create stock to the amount of £110,000 for the purpose of distribution amongst the shareholders of the South Midland line, who were to give up their scheme, and the balance of their deposits to the Midlands.

The Midlands were to lease the Leeds and Bradford line for 999 years, which would involve an outlay of £450,000. The original shareholders were to be guaranteed 10 per cent. on £90,000, which we presume to be the amount of their deposit money.

The directors were then authorized to declare a dividend at the rate of £3 10s. on each £100 Consolidated Stock, £3 10s. upon the Preferential Stock, and £2 16s. upon the Consolidated Birmingham and Derby Stock, payable on the 18th of August.

Mr. Hudson stated, that although new shares would be created, the directors would not feel themselves justified in doing so until the whole of the calls of the £40 shares had been expended. Only £17 have at present been called.

It appears to us that the dividends on the Midlands have reached their maximum for some years to come. The branches will absorb the profits arising from the increase of traffic. Whatever bonus is to be derived from Midlands will arise from new stock issued at par. The directors act very wisely in remunerating their shareholders in this way, rather than by increased dividends.

At a meeting of the York and North Midland shareholders, at which Mr. Hudson also presided, a highly satisfactory report was presented.

The accounts showed a balance in favour of the company of £109,158 14s. 3d. for the half year ending the 30th of June last. The directors, in their report, recommended a dividend at the rate of 10 per cent. on the original £50 and £25 shares; the £25 shares created for the Scarborough line; and the calls paid upon the extension shares of 1845; also upon the stock created for the Leeds and Selby purchase, subject to the usual deduction of £4 per cent. on the amount not called up. The total amount of dividend recommended was £78,205, which it was proposed to pay without deduction for property-tax.

The payment of this dividend, and of the half-year's rent on the Hull and Selby line, due on the 1st instant, will leave a surplus of £7,953 14s. 3d. to the credit of the company. Mr. Hudson, at this meeting, stated a very gratifying fact, which redounds greatly to the credit of the officers in the employ of this and other companies over which he presides.

During the last half-year, they had carried over these lines two and a half millions of people, and there had not been a single accident to any passenger during that period, from the negligence of the company's servants. The York and North Midland opened partially in 1839; it had been more free from accidents, he believed, than any line in the country. Of the twenty persons at head of departments when it opened, two only had been discharged; two had gone to railways where they had a larger sphere of action, and larger salaries; and sixteen remained in the service of the company. Of twenty-six guards and porters employed at the opening of the line, twenty-three remained in their service—none had been discharged; the three had left on obtaining promotion in other companies. Every engineman in their employment at first remained with them still. Of 115 mechanics employed at first, 70 were still with them. These facts showed that the company had had good servants, and had behaved to them well and liberally. They employed at present eight or nine hundred persons.

There is nothing like good pay to obtain good servants; a miserable cramping economy has marred the prospects of more railways, and launched more human beings into eternity, than we care to mention. We have ever looked on the York and North Midland as the most prosperous of all railways, and we are happy to observe that it is now extended over 308 miles, and is safe from any petty larceny that Mr. Beckett Denison may endeavour to perpetrate.

After the meeting of the York and North Midland, Mr. Hudson presided over a Meeting of the Newcastle and Darlington shareholders. The accounts for the half-year ending 30th June showed a balance in favour of the company on the revenue account of £47,759 3s. 1d. The directors in their report recommended a dividend at the rate of 9 per cent. per annum on the whole of the paid up capital, which would leave a surplus of £2,955 3s. 11d. to the credit of the company. By the acts obtained this session, the company will be authorized to construct and purchase 160 additional miles of railway, making the aggregate length in their hands 223 miles. Hudson in his address stated that no line has passed during the present session which can be deemed inimical to the interests of the Newcastle and Darlington Railway. They had got possession of nearly the entire district of country, and there was nothing left for any other company to take up. The advocates of low fares would feel an interest in learning that on some parts of the line first class passengers had been taken at one penny per mile.

In answer to a shareholder, he stated that a capital of about a million and a half had been created for the construction of new lines, and the purchase of the Stanhope and Tyne line, and the Wearmouth Dock. The Great North of England purchase was not till 1850. The terms of purchase for the Pontop and South Shields have not yet been settled.

At a meeting of the Newcastle and Berwick Shareholders, which was always presided over by Mr. Hudson, the accounts showed a balance of £175,305 12s. 11d.; and the works were progressing satisfactorily, unforeseen difficulties would prevent the completion of the entire line before the early part of next year. The report further intimated that the bill for a branch railway to Warkworth Harbour has received the royal assent. Mr. Hudson, in his address stated that the line, as far as Morpeth, would be opened in a month or two, and, probably, 20 or 30 miles at the northern terminus. In February next, he said, the line would be opened throughout—a length of 60 or 70 miles—for which the act had only received the royal assent in July of last year. It would cost less per mile than any long line he knew of. He thought that the Newcastle and Darlington and the Newcastle and Berwick ought to be amalgamated, and that equal terms were no more than was due to the latter company. The working together would be a great saving of engine power, and the same staff of officers could conduct the affairs of both companies. The directors had appropriated a certain sum of money towards the religious instruction of the workmen employed on the line. He would add that the

contractors were prohibited, under heavy penalties, from allowing any work to be done on Sandeys. A provision had been introduced into the contracts that the workmen should not be obliged to buy goods at shops established by their employers. Mr. Hudson alluded to the very satisfactory returns of the North British line, and spoke with the utmost confidence of the prospects of the Newcastle and Berwick.

At a meeting of the London and Greenwich line, after deducting the half-year's rent paid by the South-Eastern for the use of the railway, and some trifling additional items of income, the half-year's interest due upon bonds and preference shares, the property-tax, &c., there remained a balance of £6,655. A dividend of 3s. 3d. per share on the unprivileged shares was proposed and agreed to. We think that an arrangement might be made with the South-Eastern Company to make these paltry arrangements without the members of a Board.

THE STOCKPORT IMPROVEMENT BILL.

We congratulate the town of Stockport at large, and our friends the Licensed Victuallers in particular, who, as usual, were doomed to be the fat pigeons for the shooting match, at the triumphant defeat of their baffled enthralled, by a majority of eight in the division which occurred in the Lower House of Parliament on Friday evening.

Some strange—some passing strange facts are in our possession, and we shall devote an article next week to their exposure.

LOSS OF THE EMIGRANT SHIP MANDARIN AND THE SIR WALTER SCOTT.

FIFTEEN PERSONS FROZEN TO DEATH.

Information announcing the total loss of the above vessels, and the melancholy fate of the crew of the Sir Walter Scott, by being frozen to death, has been received at Lloyd's. The particulars are of the most painful description. The Mandarin was a vessel, barque rigged, of a superior class, and 500 tons burden, commanded by Captain John Cleland. She belonged to Glasgow, and sailed from Calcutta in the latter part of February last, with 216 emigrants, for Jamaica, on board. Having landed them at that port, she shipped a cargo of sugar, rum, saltpetre, and other articles. She sailed for Liverpool on the morning of the 24th of April, and unhappily struck on a sunken rock, known as the Alligator Rock, at Key West. Every effort was made by the master and crew to get the ship off, but in consequence of the heavy sea it was impossible to accomplish it, and in a few hours she was full of water. Fortunately all on board were saved by the boats, and landed at Key West. The following day she fell over on the rock and became a total wreck. It is a providential circumstance that the emigrants had disembarked; had they been on board when the disaster took place, a serious loss of life would have probably been the result. The loss will prove very heavy, and insurances to the amount of £20,000 are reported to have been effected on the vessel and cargo.

The circumstances attending the loss of the Sir Walter Scott, Captain Byas, master, are of a most lamentable character. It appears that for several months fears were entertained that she had been lost, no tidings having reached her owners since last September. Letters, however, have recently come to hand, stating the vessel to have been totally wrecked on the coast of Labrador, a month after she had left Quebec for Limerick. According to the accounts forwarded, she was driven aground during a snow storm, and the sea and ice breaking over her, the crew and captain lashed themselves in the rigging, in the hope that their dreadful position would be seen, and assistance rendered them. In that perilous situation they remained for two days, and perceiving no chance of being rescued, they contrived to construct a raft, and by that means succeeded in gaining the land. Here their condition was almost, if not equally, as bad. They wandered about for miles without meeting with any of the residents, or anything in the shape of relief, for five days. When discovered, what with the intense cold and the want of sustenance, they were reduced to the greatest exhaustion. The crew consisted of eighteen, fifteen of whom perished from the intense suffering they had endured, including the master. They were most frightfully frosted. She belonged to the port of Hull. The mate and two of the seamen are the survivors.

The following distinguished personages took their departure from Blackwall on Thursday, for Antwerp, and the Rhine, by the General Steam Navigation Company's steam-ship, Wilberforce:—Lord Lilford, Lady Mary Lilford, and suite, Marquis Huntley, Sir Frederick Watson, Countess Bentinck, Baron Berghoff of Hockheim, Captain Peel, R.N., and Lieutenant F. Peel, sons of Sir Robert Peel; Captain Crespiigny, Captain Hall, the Hon. Captain Devereux, and the Hon. Mr. Angerstein.

REVIVAL OF JOHANNA SOUTHCOOTISM.—For some time past the most active exertions have been made by the surviving followers of Johanna Southcote, and several rooms, termed chapels, been opened at various parts of town; and numerous preachers, chiefly females, hold forth, every Sabbath on Kennington-common, and other public places, intimating the near approach of the only true Shiloh.

ILLEGAL DOINGS OF THE POOR LAW COMMISSIONERS.—The investigation into the proceedings of the Andover Union before the committee of the House of Commons has had a most damaging effect on the Poor Law Commissioners themselves. The evidence of Mr. Chadwick, their secretary, has disclosed many fallible points, and has shown that the Commissioners in the ordinary mode of transacting their business have committed serious infractions of the law. In the course of Mr. Chadwick's examination by Mr. Wakley, on Wednesday the following very comprehensive question was asked:—"Have you any knowledge of any Board of Guardians who have so far departed from the law as the Board of Commissioners themselves? Mr. Chadwick was some time before he gave an answer. He moved about on his chair as if he felt very uncomfortable. His reply, like most of his other answers, was a long disquisition instead of a simple negative or affirmative; but the substance of it was against the Commissioners. The witness after having admitted that there was great irregularity in the mode of transacting the business of the Board, and an omission of the record of proceedings required by the law, further stated that the board of guardians were most censured by the commissioners for neglecting to do that which they themselves had neglected to do.

A CAUTION TO FAMILIES.—On Wednesday, information was given to the police that between two and three o'clock on the previous afternoon, a man, habited as a journeyman mechanic, knocked at the door of the house, No. 29, Norland Crescent, Notting Hill, and stated to the servant that he had come to mend the blowers of the parlour chimney. The servant believing his story, showed him into the apartment, and left him, as she supposed, engaged at his work. After his departure, however, it was found that he had carried off with him a lady's gold watch, a gold double eyeglass, a large gold pin, a double gold pin with gold chain and an emerald in the centre, a gold brogue chain, and a black satin handkerchief, the whole valued at £25. The fellow is described as about 5 feet 3¼ or 4 inches high, very thin, dark curly hair, and dark complexion and eyes.

HYDROPATHY IN THE ARMY.—Dr. Stummes, late of Vienna, has proposed to the Commander-in-Chief the introduction of the hydropathic treatment into the Military Hospitals, more especially of the East and West Indies, for the cure of fevers and inflammatory diseases. The subject is entertained by the Commander-in-Chief, and Dr. Stummes has been requested to put himself in communication with the Army Medical Department.—*United Service Gazette.*

FOURTEEN THOUSAND MEN are at the present time receiving employment, at the cost of the public, in the construction of public works in Ireland.

BAD ACTIONS ARE PERPETUAL CHIDERS.—A Pythagorean bought a pair of shoes upon trust, shortly after the shoemaker dies. At first the philosopher is glad, counting them as so much gain. But awhile after his conscience twitches him, and becomes a constant chider. Repairing to the house of the dead, he casts in his money with these words, "There, take thy money—thy due—thou livest to me, though dead to all beside."

THE WEDDING V. THE GALVANIC RING.—A lady called on her doctor to know if a galvanic ring would cure depression of spirits. "What caused the complaint," he demanded. "The loss of my husband," replied the fair one. "Then you had better get a wedding ring," said the doctor.

BELIEVE THIS.—He is much more noble that deserves a benefit than he that bestows one. A BANKER went to the seaside, and took his keys with him. Intimation was sent down by the electric telegraph; by the next train the keys came up, and his credit was thus relieved from the apprehension of a *shock* by a flash of lightning.

THUNDER V. LIGHTNING.—An urchin rushed into a baker's shop, and flinging down his coin, said, "A quarter loaf, and let it be stumping weight." "There's one," said doughey, "that's thundering heavy." "I hope it won't lighten before I get home," was the quick rejoinder.

FOBTITUDE.—The brave soul knows no trembling. Cæsar spake like Cæsar when, in the storm, he bade the mariners fear nothing, for they carried him and his fortunes.

THE SUBMARINE TELEGRAPH.—The result of the recent experiments at Portsmouth leads to the really rational inference, that in the lapse of a few years—at the utmost a quarter of a century—a London merchant may correspond with his agents in Calcutta, and receive a reply to his instructions transmitted in the morning, during the course of the afternoon.

A TRICK ON THE CARDS.—Place three people, together with yourself, at a square table, one opposite to you and one on each side. Keep their attention engaged (the great secret in all tricks) while you pretend to shuffle the cards, but while you are in reality arranging them so that every fourth card shall be of one suit—say clubs—the last being one of indifferent value to avoid suspicion. Then give the pack to the person on your right hand to cut, which done, suddenly occupy their attention again, while you resume the pack exactly as it was before, the lookers-on believing that you have accepted the cut. Then deal out the cards as for a game of whist, which you may now play out in the ordinary way, giving or taking any odds (if you can get them) that you will win every trick. This is a very curious piece of legerdemain, which is witnessed at the west-end nightly by thousands of people who are utterly unable to detect how it is done.

LOVE OF COUNTRY.—Let foreigners cease to rail against England, for John Bull has rallied it himself, and will do so shortly, from one extremity of the land to the other. As to our country being in chains it is a farce, though it is clear she is already in irons. It is boasted that the spread of railways will shorten the time and labour of travelling; but we shall soon be unable to go anywhere without crossing the line,—which once used to be considered a very formidable undertaking. We can only say that we ought to be going on very smoothly, considering that our country is being regularly ironed from one end of it to the other.

LITERALLY SPEAKING.—A person speaking to a very deaf man, and getting angry at his not catching his meaning, said, "Why, it is as plain as A, B, C." "That may be, Sir," replied the poor man, "but I am D, E, F."

HABITS OF MEDICAL STUDENTS.—Than these, no class of men can be found whose career furnishes more ample and accurate evidence of custom and education both upon body and mind. They deserve to be studied, for in their lives and conduct they mirror all the good and evil of mankind. From amongst them may be picked the faithful representative of any character, whether ordinary or eccentric, which can be found in the widest walks of cultivated life. From the polished gentleman, the finished scholar, the rare genius, the great and good man—*homo factus ad unquam*—through every intermediate shade of contrast, down to the rude boor, the illiterate, unimelligent, and degraded, every specimen of humanity may be met with amongst medical students. Like the innumerable streams which feed a vast expanse of ocean, they are the offspring and delegates of all climes, and as if the epitomizers of the whole race of Adam they represent every caste, and creed, and character. You may find amongst them men of all religions, and men of no religion, men of every political faith and opinion, men of every prejudice and persuasion—anything and everything in fact of which humanity is capable, may be found in this singular and unselected body of men.

SUING FOR DAMAGES.—"Hallo, Sharp," said Pop, meeting him the other day in the street, "you hobble, my boy; what's the matter with you?" "Oh, I had my feet crushed through the carelessness of a conductor the other day, between the cars, that's all." "And don't you mean to sue for damages?" "Damages! No; I have had damages enough from them already—hadn't I better sue for repairs?"—*American Paper.*

EFFECT OF A SERMON.—A highly respected pastor at the village of B—, touching on a point of theology, quitted the discussion by remarking, "However, my dear flock, bear in mind that commentators all disagree with me." The following morning Hodge drops a heavy sack at the door of the divine, with "Measter's respects to the parson, and as he said at church that common taters disagreed with him, he is heartily welcome to some of the best kidneys."

RELICS FOR THE SHAKSPEARIAN SOCIETY.—1. Two of Caliban's sticks. 2. The bare bodkin with which we might make our *quintus*. 3. *Ad Macduff's* little chickens and their dam (stuffed). 4. The bladders with which *Wolsey* swam in a sea of glory. 5. Button from the leathern coat the *Jagges'* stag stretched almost to bursting. 6. Title-page (very old) of one of the books found in the running brook. 7. Sheath of the dagger which *Macbeth* thought he saw before him. 8. Hair from the tail of the Ass that *Dogberry* wished himself to be written down.—*Punch.*

THE RULING PASSION STRONG IN DEATH.—Cookes, in his Memoirs of Foote, narrates the following anecdote on the authority of Mr. Woodfall himself, the original printer of the *Morning Chronicle*. The unfortunately celebrated Dr. Dodd, then under conviction in Newgate, despatched a note to Woodfall requesting an interview on his natural sensibility, and he instantly obeyed the summons. Entering the Doctor's apartment, he commenced with some words of embarrassed and sympathising condolence, but was arrested by the Doctor, who very coolly said, "Oh! Mr. Woodfall, this is not the business I sent for you about: sit down, and I will explain." Mr. W. was then gravely informed that the Doctor sought his advice, as a party influential in theatrical matters, touching the production on the stage of a comedy founded on the story of Sir Roger de Coverley, the MS. of which had been imparted during the Doctor's residence in Newgate. Woodfall took the piece home, and some correspondence passed between them as to alterations, &c., until within a week of the curtain falling upon poor Dodd's last and fatal performance in the drama of real life.

ANCIENT MEDITATIONS ON STAGGING.—A few years ago the herring fishery employed all Grub-street; it was the topic in every coffee-house, and the burden of every ballad. We were to drag up oceans of gold from the bottom of the sea; we were to supply all Europe with herrings upon our own terms. At present we hear no more of all this. We have fished up very little gold that I can hear, nor do we furnish the world with herrings as was expected. Let us wait but a few years longer, and we shall find our expectations an herring fishery.—*Old Goldsmith.*

A SLASHING HIT.—Mr. S. Burgess, a well-known cricketer in Beds, in a match on Dunstable Downs, a few days since, from one hit made fifteen runs. The ball required six men to throw it in.

EXAMINATIONS are formidable even to the best prepared, for the greatest fool may ask more than the wisest man can answer.

A YANKEE poet says, that stars are sparks of fire stricken out of chaos by the hoof of the winged horse of time, in his journey to eternity.

"PROVINCIAL THEATRES AND GOSSIP." Era, 2 Aug. 1846. British Library Newspapers,
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