

SUPPLEMENT TO THE CANADIAN CHAMPION.

GRATIS.

MILTON, THURSDAY, NOVEMBER 2, 1865.

[GRATIS.]

Poetry.

Autumn Morning.—Sonnet.

BY A. HOLLOWAY.

How soft and pure the breath of early day;
The bashful light comes trembling on its way:
Bright Autumn clouds are sparkling in the sky,
And the north wind beneath is sweeping by—
Deep sea-green clouds are sleeping near the sun,
Tinting with crimson as the light comes on;
Dreadful it fades as the bright king of day
Rises sublime and lifts the mists away.
Who has not felt the charm of this bright hour
Sink in his heart with deep mysterious power?
Uplift his thoughts above this lower earth,
And feel that he was born for nobler birth!
While the soul, raised above all meaner bliss,
Leans much on heaven and scarcely thinks of this
Mt. Brydges, Oct. 1865.

Burglars Again at Work

ATTEMPT TO ROB ST. STEPHEN'S CHURCH
TORONTO.

The handsome edifice situated on College street, in the north-western part of the city, and known as St. Stephen's Church, was almost totally consumed by fire yesterday morning, and the parsonage adjoining, occupied by the Rev. Mr. Broughall, seriously damaged by the flames.

The alarm was first given by the bell at No. 3 police station, the men on duty there being told of the fire a few minutes before six o'clock by the lamp-lighter who had visited the lamps in Spadina Avenue. The firemen with their steam engines reached the place in good time after the alarm, and found the church completely enveloped in flames, which the efforts of those present were unable to prevent spreading to the parsonage, which was built of wood. Unfortunately the locality is not supplied with water from the mains, and the firemen were unable to save any property owing to the impossibility of procuring a supply. An attempt was made to secure some from a couple of wells in the neighborhood, but only a few barrels could be found. Had there been a supply of water it is thought the parsonage could have been saved, but as it was the fire caused such destruction as to render it uninhabitable. There are no other buildings in the immediate vicinity, and the flames finally died out for want of material to feed upon. The brick walls of the church were all that was left of it.

An examination of the ruins after the fire disclosed the fact that robbers had been in the church endeavoring to break open the safe in the vestry, in which were kept the offertory collections and the communion plate. The safe is a brick one, with a heavy iron door, and it proved so strong as to defy the sacrilegious rascals who attempted to fire it. They left traces behind which remove all doubts as to the attempt. The brass knob of the door was wrenched off, the door itself bore marks of violence where the robbers tried to break it in. Some portions of the brick-work were smashed, and besides these a pick-axe and chisel were left behind by the thieves, with which they had evidently sought to accomplish their object. It is believed that, being balked in this, they set fire to the building in malice and then made their escape. Other theories are entertained by some who believe that "professional" burglars would not spoil their game in this manner, but we do not care to allude to them particularly now. When the attempted robbery became known in the city yesterday morning, there was a good deal of feeling upon the subject, and great regret was expressed that the police had been unable to secure the burglars who infest the city, so that an example might be made of them.

On the safe being opened the sum of about £40, with the plate, was found to be secure. The church, which was built some years since by Mr. R. B. Denison, was insured for \$2,000 in the "British America" office. This sum will not cover the loss. The parsonage was insured for \$1,000, and the Rev. Mr. Broughall's furniture for \$1,200—both in the same company. Very little loss will be sustained on the furniture, as the most of it was removed in pretty good order before the parsonage took fire. A little before the fire broke out in the church two men were seen by a couple of parties running away from it in an easterly direction, but they could not be recognised at the distance at which they were from the parties by whom they were seen.—*Leader.*

Justly Punished.

A man named Joseph Illor has just been sentenced to ten years' imprisonment for having placed obstructions upon the Grand Trunk Railway, near Mount Clemens, Mich. Outrages of all kinds have become so prevalent that a stern severity is needed to keep them in check. When it is known that the hand of the law will come down surely and heavily upon offenders, the ill-disposed will be greatly deterred from criminal enterprises. It has been the lax administration of the law, the doubt with which juries can be readily enveloped by loquacious counsel, and, sometimes, the complicity of officers with the criminal classes, that have combined to bring matters to their present pass.

Wreck of the Ship Eagle Speed.

NEARLY 300 LIVES LOST.

From the London Times, Oct. 12.
A catastrophe unparalleled for horror and fatality has been reported from Calcutta by the last mail. The chronicles, indeed, of such disasters, copious and appalling as they are, might be searched in vain for any such story as is now related. We hardly know how to designate the occurrence. It would have been a shipwreck if it had happened at sea or on a stormy coast without a chance of help, but the circumstances were not of that character. The scene rather resembled those executions during the French Reign of Terror when a number of victims were floated down the Loire in a vessel built to sink at a given moment with all on board. However, the public shall be made acquainted with the facts, and judge for itself.—Two months ago a cargo of Coolies, that is to say, natives of India, was consigned from Calcutta to Demarara, so that the labour-market of the West Indies might be stocked by importations from the East. The trade is a regular trade, and not only recognized, but placed under certain restrictions to prevent abuses which might otherwise prevail. On this occasion the ship Eagle Speed embarked at Port Canning no fewer than 497 of these emigrants, of whom 300 were men, 93 women, 65 little children, and 29 infants actually in arms. We must beg the reader's attention to the classification of the passengers, and to the proportion of poor creatures—almost two-fifths of the whole—who would be utterly helpless in an hour of peril. The ship was commanded by a Capt. Brindley, and she had a crew of 26 officers and men, exclusive of cooks and cabinboys. Captain Hoskins, the postmaster, went on board himself to see her out of the estuary, and a Calcutta steamer called the Lady Elgin, under the command of a Captain Heath, was ordered to tow her down the river. On this voyage she started on Sunday, the 20th of August last, one of the regular pilots, named Vardy, having been placed in charge of her.

The first day of the voyage saw her as far as Halliday's Island, where she anchored for the night. On Monday morning she proceeded on her way, but the wind was high and the sea was rough, and at length, at 4 o'clock in the afternoon, the towing rope broke, and the ship and steamer parted. This accident occurred within about a mile of the Mutlah Sands, and before a fresh rope could be passed from the steamer, the ship drifted towards the Sands, and there struck. In about half an hour, however, she got off, but she had sprung a leak on the sands, and had nearly two feet of water in her hold. A little later that evening the steamer's engines got out of order, and so, about nine o'clock p.m. on the second day of the voyage, the ship anchored again. Before day broke on Tuesday it was found that the water was gaining on her, and though the Coolies had been kept at the pumps from the first, the water gained still, till at length she signalled the steamer that she was sinking. At this time the steamer was close by. It was dark, but daylight was not far off; a couple of hours at the utmost would have sufficed for passing ropes from one vessel to the other; and by ten o'clock at latest the ship and its living cargo might have been back again at Halliday's Island. For an hour, however, the steamer did nothing. During this time the ship had launched three of her own boats, one under Captain Hoskins, another under the second officer, and the third under the pilot. Captain Hoskins made five trips with his boat, and ceased only when disabled by a stroke. The second officer's boat was soon stove in, and so was the pilot's. Still there was yet one fine boat on board the ship and three on board the steamer, and about 4 o'clock in the morning the steamer did put one of these down, though the utmost difficulty was found in getting the rescued crew of the ship to man it. The pilot actually refused to return to the ship at all, though he understood the language of the Coolies, and could have given directions and orders. In the meantime, the scene on board the emigrant ship was terrible. There was nobody there who could speak to the Coolies or give them any instruction or encouragement. The spirit room had been broken open, and the brandy broached. All the Europeans were taken off safely, but it is asserted that the last who left endeavored to set the ship on fire. At length, about half past 12, when 169 Coolies only had been saved, the steamer actually put her head about and returned to Port Canning, leaving upwards of 300 of these poor creatures to their fate. It was a slow and shocking one. The ship lived all through the night, and up to 7 o'clock on Wednesday morning, settling down in the water by degrees. Some of the Coolies threw themselves off in hencoops or spars, and floated to the islands, where they became the prey of tigers. One little boy survived to tell how he was drifted to the jungle with another about as big as himself, and how he saw him in the jaws of an enormous tiger a minute afterwards. The stronger Coolies clambered up the rigging and postponed their fate for a few hours, but at last death overtook them all, and when steamers at length returned to the rescue three boys clinging to the top of a mast were all that could be seen of the ship and her crew. Others were picked up subsequently on the water or in the jungle, but when the tale was made up it was found that of the 497 Coolies 265 had perished, while only 232 had been saved.

Of course, a sacrifice so frightful has provoked an inquiry, and we are rejoiced to see

that public opinion in Calcutta has been shocked as severely as it will be in England. There appears to have been something wrong at almost every point. The ship's crew were never mustered before starting, or it would have been found that, out of the twenty-six, twenty, either from sickness or intoxication, were unfit for duty. The second officer was drunk, the boatswain was drunk, and several of the crew were drunk and continued drunk all through the night to the next day. The first officer was ill and off duty, and the captain, though on duty, was ailing too. In fact, he alleged as a reason for getting to sea that he wished his men to get right again after their debauches on shore. Then the vessel, it is said, must have been unfit for the voyage, or she would never have sprung a leak on the Mutlah Sands. As to the behaviour of the people concerned, there is a chorus of indignation and censure. Captain Hoskins, who did his duty better than any man there, declares that the ship might have been saved with every soul on board, and this is proved to be a sound opinion by the fact that, after the steamer had left, the Coolies, aided by an European, did launch the remaining ship's boat, and actually take this boat safe to port. The excuse made by the captain of the steamer is that he had only one day's coal on board, but this supply would surely have enabled him to take the ship back to Halliday's Island; and at any rate, on the first discovery of the danger, all the steamer's boats might have been launched, each trip of which, we are told, might have saved fifty lives. As to the crew, their conduct seems to have been what might have been expected from their character and condition. It was only by bribery that they were at last induced to go and bring off their own captain from the sinking vessel.

Thus, in the light of day, in weather not dangerous, in a mere river channel, within four hours' sail of a good anchorage, and with a steam-tug actually on the spot, and in company, nearly 300 miserable creatures were left to drown. The wonder is, indeed, that even so many were rescued, for the steamer herself when she abandoned the wreck took away but 169, and the rest were picked up floating on the water or stranded among the tigers in the jungle. More lives have been occasionally sacrificed by overwhelming and insurmountable calamities, but never before, we suppose, was there a loss at once so heavy and so avoidable. The weight of responsibility will be apportioned by judicial decision; but enough has been acknowledged to show that accident has entered less, and misconduct far more, than is usually the case into this deplorable history of disaster.

Artificial Incubation

M. Dabry, French Consul at Han Keoo, in China, has just published an interesting paper on the process employed by the Chinese in hatching eggs artificially. The places where this trade is practised is called pao-jang, each consists of a mud hut, three yards in height, exclusive of the roof made of tiles; the inside of the hut measures eight yards by four, and its entrance is situated due west; the north-east wind is provided against by a layer of straw applied to the wall; the door is made of planks, and measures one yard by two. Light is admitted through four apertures in the roof. Within there are 18 brick stoves, two feet and a half high, along the wall and close to each other. Each of these stoves supports a large earthenware dish, sunk into the brickwork and just above the fireplace; and inside this dish there is a basket of nearly the same shape, resting on a layer of ashes about two inches and a half deep. It is in this basket that the eggs to be hatched, 1,200 in number, are arranged in three layers, and the whole covered with a cane lid about half an inch thick. Nine of the stoves are lighted at a time, but only eight have eggs, the ninth being intended to regulate the temperature of the room, which must be maintained the same throughout. The combustible employed is charcoal, and the temperature in the basket never exceeds 33 deg. centigrade. The eggs are shifted five times in the course of 24 hours—namely, four times during the day, and once during the night, the upper layer going to the bottom, and the bottom becoming the middle one. On the fifth day a small hole is pierced through the door, and by the pencil of light penetrating through it each egg is examined in order to ascertain which of them are in course of incubation. On the twelfth day the eggs are taken out of the baskets and arranged on shelves above the stoves, provided with layers of straw two inches thick, and mats over them. Upon these the eggs are laid with a cotton quilt, nearly three inches thick between each layer, and another quilt just above, the whole being well secured by means of a thick straw rope to prevent the air from getting to the eggs, which are regularly shifted as before five times a day. As soon as the eggs are taken out from the baskets, the fires are put out in the stoves which have been used; the nine other stoves are lighted, and the process recommences with a new batch of eggs. On the 21st the former lot is hatched, yielding about 700 chicks for every 1000 eggs. For every egg is paid six sapek, and each chicken obtained is sold for 14—the sapek being the 150th part of a franc.

—For several weeks past there have been a number of religious revivals going on in the most prominent Methodist churches in Baltimore, which have been very largely attended.

The Fenian Trouble.

Eight more of the leading Fenians had been brought up for examination in Dublin, and all were committed for trial.

The constitution and bylaws of the brotherhood were produced and read by the council for the prosecution.

FEARS OF FENIAN CRUISE.

Fenianism was still an engrossing topic in the Irish provinces. Rumors of suspicious cruisers hovering about the coast were circulated not only in the south, but in the county Donegal. Precautions were adopted to prevent the clandestine landing of arms or sympathizers, should an attempt be made, which, after recent events, was considered extremely improbable. The strictest surveillance was kept over all American vessels which touch at Queenstown. The luggage of the passengers is carefully searched before they are allowed to land.

From the Cork Herald.

The rumor that a Fenian steamer was met with in the Channel, and that her Majesty's ship Liverpool was sent to sea to intercept her, has turned out to be a hoax. The Liverpool, as our readers are aware, left Queenstown last Sunday, having on board a posse of policemen. The real purport of such an extraordinary proceeding was not, however, to intercept, as had been instantly rumored, a Fenian war steamer, but to intercept the homeward bound boat from America. Since the establishment of a telegraphic station at Crookhaven, a steamer leaves that port to intercept every inward bound passenger vessel, and it is customary for the clerk in charge to give some of the crew or passenger copies of Irish papers. This was done when the steamer intercepted the City of Manchester. For the first time those on board the packet ascertained of the arrests that were made on the arrival of the homeward bound boat, and it is stated that many of them at once proceeded to open their boxes, to take therefrom some parcels, and drop these into the deep. This reached the knowledge of the authorities on shore, and then it was arranged that on the arrival of the steamer she should be intercepted by one of the men-of-war at present in the harbor. Accordingly the Liverpool steamed out of the harbor on Sunday, with her reinforcement of men, proceeded to Crookhaven and landed there a portion of the police. On the City of Dublin being sighted the Liverpool proceeded out to meet her, and the constabulary who remained on board were transferred to her, and they commenced to make a vigorous search of the passengers' luggage during the passage from Crookhaven to the harbor. The search proved fruitless, and the stratagem to entrap any conspirators who might be on board proved abortive.

MORE JOURNALISTS ARRESTED.

Arrests continue to be made, and among the latest were Mr. O'Brian, proprietor, and Mr. Garaher, printer of the Connaught Patriot, on account of the appearance of a treasonable and seditious article in that journal. They have been committed for trial.

THE BRITISH GOVERNMENT ASKING FOR AN EXPLANATION.

The American correspondent of the Times says that Sir F. Bruce had asked Mr. Seward for an explanation of the various Fenian movements in all parts of the country.

Professor Agassiz's Expedition in Brazil.

Agassiz had not been a fortnight in the country before he discovered what he confidently predicted before he left the United States; namely, evidence that in some remote period the glaciers, the great ice rivers and moving plains, had flowed over the present home of the most tropical nation in the world. In those palm-covered mountains around Rio de Janeiro he found erratic boulders and deposits of glaciers as in Switzerland, Norway and Sweden. His last great opponent, Sir Roderick Murchison, has already acknowledged in public that Agassiz was right in his predictions and investigations of glaciers in Great Britain; and geologists, both native and foreign now in Brazil, have recognised that Agassiz is correct in regard to the glaciers in the tropics, though they had failed, as well as St. Hilaire, Dr. Gardiner and other naturalists, to observe these striking facts until the investigation of the Swiss Glaciers pointed out within the tropic of Capricorn unmistakable evidences of the great snow storm which once covered the globe.

Numerous minor discoveries of great importance to scientific men have been made, but the accounts of these will be published in time by Agassiz himself. They will give a clear idea of the vast mineral riches and other resources of Brazil. Perhaps the most important fact in a commercial point of view is his confirmation of the existence in Brazil of coal of the true carboniferous era. Brazil has hitherto received all her coal at great expense from England; but a few years ago Mr. Nathaniel Plant, an English geologist, found on the south-western border of Rio Grande do Sul vast quantities of coal, which has been pronounced by Agassiz, from the fossils which the coal contains, to be of the most valuable quality, destined to add immensely to the riches of the country.

—At least one-fifth of the money orders sent from Washington are from Fenians, and are addressed to John O'Mahony, Chief, or Great Head Centre, in New York.

Foreign Gossip.

A statue has been erected at Boulogne in honor of Dr. Jenner, the eminent English physician.

It is reported, on what appears to be good authority, that Lord Palmerston will retire from the Premiership on the opening of Parliament.

An organized band of outlaws infest the mountains above Lynchburg, Va., and it is no unusual sight to find a dead body in the roads and woods in that section.

According to a census of the city of Genoa, just completed, the population is now one hundred and fifty thousand. Seven years ago it was but one hundred and thirty thousand.

The British Parliament has been further prorogued from the 1st to the 23rd November, but it is not at all likely that it will assemble for the despatch of business at the latter date.

Nine convicts undergoing punishment at Gallipoli for highway robbery and murder recently effected their escape from jail, but after a desperate struggle seven of them were recaptured and two escaped.

It has been determined to construct a railway through the Alps by the pass of St. Gothard. Eight years of labor and an expenditure of eighty millions of francs will be involved in the gigantic undertaking.

At a meeting in Manchester of the coal proprietors of the district, on the 13th ultimo, it was agreed that the price of coal be advanced, in consequence of an advance of wages having been given to the colliers.

Advices from Cadiz announces the appearance on many vines in that province of an insect which destroys the fruit with astonishing rapidity. The same insect had also been observed in some parts of the province of Seville.

In Paris recently the son of a man who was killed by throwing himself from the Tower of St. Jaquer, blew his brains out, and his three sisters suffocated themselves by charcoal, and were found dead in their ball costumes.

About a fifth part of Tammerfors, a manufacturing town in Finland, has been destroyed by fire. The conflagration broke out on the 9th ultimo, and most of the workmen who might have assisted in extinguishing the flames were drunk.

The Bey of Tunis is indefatigable in his duties. He judges causes every Saturday and Monday. One Saturday recently he decided in three hours no less than one hundred and fifty-five cases, which at one time it would have taken years to settle.

A meeting to denounce Sunday trains was lately held in Edinburgh, presided over by a baronet who regularly every Sunday drives into town from his seat, some five or six miles off, in a carriage and pair, with coachman and footman, to attend church.

A silver statue of Napoleon I. has lately been placed in the middle of the Napoleon Saloon, in the Louvre. The Emperor is represented in the costume of a student of Brienne. The statue is signed "Louis Rochet, 1857," and was presented to the museum by the present Emperor.

A temporary wooden theatre, erected at Meuilimoutan, France, fell a few evenings since while nearly three hundred persons were in it. Only two of the spectators were bruised, but the body of some homeless wanderer, who had crept beneath the planks of the outside platform, was afterwards discovered quite dead.

An accident occurred lately at Chandia from the diligence which runs between Nica and Puget Théniers coming into collision with a heavy cart not provided with any lantern. The former vehicle, containing ten persons, were overset and precipitated down a ravine forty yards deep. The guard was killed, and all the passengers more or less severely bruised.

A BED OF QUARTZ IN THE MONT CENIS TUNNEL.—The Paris Temps mentions a letter received from an Italian engineer, announcing that the workmen employed in piercing Mont Cenis had come upon a bed of extremely hard quartz, which turned the edge of the best tempered steel, and it was feared that this obstacle might retard the opening of the tunnel for four years. As long ago as the month of May or June, the engineers were expecting to come upon quartz, but, as geological surveys of the mountain had long since been made, the impediment must to a certain extent have been reckoned upon. Perhaps the quartz has proved harder than was expected, but early in the year they were lucky in finding an unusually soft vein of rock. It is to be observed that foreign engineers have expressed an opinion that the tunnel will take longer to complete than the sanguine Italian managers anticipate. It is satisfactory, to think that the summit railway is likely to be made before the end of next year, shortening the passage of the mountain.

HOW THE HACKMAN GAINED A POUND.—When Lord Alvanley fought a duel with Morgan O'Connell, several shots were exchanged, after which the seconds interfered and stopped the proceedings. 'O'Connell must be a very clumsy fellow,' said Alvanley, on his way home, 'or he never would have missed such a fat fellow as I am. He ought to practice the hackney coachmen a sovereign. 'It's a great deal for only having taken your lordship to Wimbledon,' said the coachman. 'My good man,' said Alvanley, 'I give it to you, not for taking me but for bringing me back.'