THE WEEKLY BRITISH WHIG.

VOL. XXVI. KINGSTON, CANADA, THURSDAY MORNING, OCTOBER 22, 1857. NO. 220.

Letters from the Editor.—No. 1.

STEAMER PASSPORT,
Coteau du Lac, Oct 14, 1857.

MR. WHIG:—

Here I am in a fog, well-cared for on board the Passport, waiting for the weather to clear off, and get down the Rapids to Montreal. And, having nothing better to do, I shall sit myself down and write you a long letter, about nothing at all? I should premise that I am on my Autumnal tour to Montreal, Quebec, Boston, New York and Philadelphia; for in all these cities I have matters to arrange that cannot well be arranged by letter or deputy.

I said I was in a fog, and a mighty thick fog it is! It came on about day-break, just as the boat was firing up, and now, ten o'clock a.m., it is still as thick as ever.—Comfortable prospect, is'nt it? And yet I have nothing very ill to complain of. The steamer's cabin is crowded with passengers, all travellers and strangers, full of life and gaiety. The captain and his officers, the steward and his waiters, do all in their power to make the tedious hours pass pleasantly; and if at come to the worst, and the fog won't rise, why we'll all leave the boat by the evening train, and get to Montreal to-night. So, after all, there is nothing very bad to grumble at.

Reader do you know what a St. Lawrence fog is like? It is not like a dark, nasty London fog, bleak and miserable; nor like a Nova Scotia fog, wet, heavy, impenetrable and everlasting; nor like a Lapland fog, which I know naught about; but it is a light, dry cheerful and evanescent fog, more like a mist than a real fog, and though preventing the passage of a large steamer down dangerous rapids, yet not sufficiently troublesome to be otherwise annoying, and what is better, is sure never to last longer than noon. Vide licit, the decks of the steamer are quite dry, and the passengers are out in the air, walking about, chatting and smoking. So, even in our fogs, we Canadians have reason to be thankful, that they are not so vile as other people's fogs. Some consolation in that, eh!

Judging from the crowded state of the Passport, and this late season of the year, the steamboat interest does not seem to have suffered much from the fearful competition of the G. T. Railroad. And the people on board tell me this trip is by no means an extraordinary one; that on other occasions the tables have had to be set more than once; and that staterooms were scarce articles. So that if in this the first year of the competition (when all the world and his wife would naturally prefer the rail) and in a year of unprecedented commercial difficulty, the boats are able to hold their own, what must they do in coming years, when the novelty of the railroad will be worn off, & all its inconveniences, from heat, dust, mire and sedentary position, be better known and appreciated. The simple truth is—when men and women have for business and are in a hurry, they will take the railroad; but when they journey for pleasure, are in delicate health and not in a hurry, will prefer the steamboat. Things will soon find their level; steamboats will only be placed on routes that will pay, and we shall hear no more of bad business. Although the Passport, Kingston, Panshee, Magnet, and other vessels of the Through Line, are excellent boats, safe and sea worthy, yet I hope to live to see the day when a larger class of vessels will be built for lake navigation, and a transhipment at Kingston or some other convenient locality take place into smaller steamers for the river; steamers that will not stop at Montreal, but go on all the way to Quebec.—What a fine line could be formed of the Canada, America, and Europa for the lake part of the route; and the present six Through Steamers for the whole length of the river.

Eleven o'clock A.M.—The sun has come out brilliantly, and the fog, as I expected, has risen, like the curtain of some large theatre, exposing a splendid panorama. The steam-whistle has sounded its alarm note; the stokers have fired up; and the Passport is under weigh. Now for the Rapids. The Coteau Rapid is the first of the series—and when we have passed it, I shall jot down what I think of it. Oh! that I were a sentimentalist for the sake of the description.

THE COTEAU RAPID.—This is one of the most beautiful, though by no means the most imposing of the set. Leaving Coteau du Lac, the steamer proceeds immediately to the outlet of Lake St. Francois, where the passage of the waters is obstructed by several most beautiful islands, through which the boat winds a tortuous way, diagonally from one island to another, and emerging in about a mile or two of distance into comparatively still water. This passage through the islands is through the Coteau Rapid, never dangerous, but always beautiful and charmingly exciting. All the passengers were on the forehead promenade deck, and they all enjoyed the sight amazingly—the ladies particularly. The dear creatures! they are always courageous in proportion to their—what? Must I say it? Their ignorance of danger.

THE CEDAR RAPIDS.—Nearly nine miles of comparatively still water intervene between the Coteau and the next Rapid—the Cedars. The St. Lawrence is here of its ordinary width, with a smiling country on both sides. Here Lower Canada is seen to its best advantage; whether from its proximity to Upper Canada or not, I cannot say; but the farm buildings are larger and better, the lands better tilled, and altogether put on an improved appearance. At the foot of the still water, where the view is again obstructed, on the left hand is the village of The Cedars, and on the right hand that of St. Timothy, both places of considerable importance (for Lower Canada) at the latter of which are some fine mills, turned by an application of a small portion of the raging flood. Here commence the Cedar Rapids. Islands again contract the waters, but they are not so beautiful or so large as those of the Coteau. The Rapids are exceedingly fierce and swift, and apparently very dangerous, yet in reality the safest of them all, from the great depth of water. They are much shorter than the Coteau Rapid, and the excitement in passing if greater, is sooner abated. The women fairly screamed with delight as the gallant vessel sped swiftly and gaily over them.

THE CASCADES.—These are the last Rapids of the St. Lawrence proper, for those of Lachine are jointly of the Ottawa and St. Lawrence combined. Between the Cedars and the first of these Cascades the waters are turbid and swift, never still or slow, and though the distance is nearly four miles, the boat passes over them so quickly as to make the Cedars and the Cascades one continuous Rapid. The Cascades are not so beautiful as the Coteau Rapid, nor so imposing as the Cedar Rapids, yet they are grand, magnificent, and delightful. One of the Cascades is called the Split Rock, but though I looked for the rock giving name to the Rapid, yet I did not find it. A great many of the passengers were equally disappointed, probably on account of the present high water of the St. Lawrence. It is remarkable, and I think no writer has mentioned it, that the St. Lawrence tumbles into a mere side branch of the Ottawa, and falls in nearly at right angles, into that branch formed by the waters of the Ottawa passing between L'Isle Perrot and the mainland of Vaudreuil. Some three miles lower down the united streams mingle with the main branch of the Ottawa, and jointly form Lake St. Louis, till obstructed a little below Caughnawaga by the

LACHINE RAPIDS.—As for any attempt to describe these rapids, I shan't and I can't do it. They are grand beyond expression and beyond description. How any thing of wood and iron can go down them and exist, is more than I can imagine. Vedi Napoli e poi morir, can be said of them—go down the Lachine Rapids and there kick the bucket, for there is nothing more in this world greater or grander to do and see. I've been down a dozen times and the oftener I go down, the more impressive are they on my mind and imagination.—They were always grandly terrific, but now they are fearfully so. To know, that one slight deviation of the helm, one untoward incident, one unlooked for occurrence, and the vessel, her crew and her passengers, are consigned to the fury of the merciless turmoil, apparent destruction to all. And yet, no accident to a steamer, attendant with loss of life has yet happened in these Rapids, in my recollection. But, stay—here we are at Montreal.

E. J. B.

Letter No. 2.

DONEGANA'S HOTEL,
Montreal, Oct. 15th, 1857.

MR. WHIG:—

If I wrote a dull, stupid letter, on board the Passport, I shall write a much duller and more stupid letter now, for I positively have nothing to write about. Montreal is as dull as ditch water, and the pervading dullness infests all spirits. Nothing but banks! banks! banks!!!—But notwithstanding this cry, I am happy to hear that the Canadian banks, whose head-quarters are here, have determined to go on and pay out their last shilling sooner than follow the example set them by the United States Banks. This is very noble on their part, but is it prudent? Will not the sharp Yankee brokers get hold of the Canadian paper in circulation, and draw out the gold and silver to the Province? The universal bankruptcy of the United States banks must affect those in Canada, let them try their best to avoid it. My humble opinion is, the Canada banks must follow suit and suspend, sooner or later, and the only question is, how soon that suspension should take place?

The harbor is pretty full of shipping, and the usual bustle of business goes on as usual. In my little affairs I have observed no want of money, and did I not hear the continual cry about the banks, I should fancy things were about as brisk as usual. The Victoria Bridge has a great many of its piers erected on both sides the river, leaving a large gap in the middle. On the St. Charles' Point side, one of the Tubes is up, giving a form to the future structure. A great many men are at work at two coffer dams in the midst of the stream, laying the foundations of two more piers. The coming winter will test the strength of the piers to resist the ice when it shoves. Some doubts arise in my mind as to their capacity to resist the tremendous pressure at the time of the grand movement.

Your old Kingston friend, Dr. Howard, the Oculist and Aurist, has made quite a jump up in the world. He is now at the head of the Montreal Eye and Ear Infirmary, where patients are received and tended the same as at other hospitals, and with as little expense to themselves and friends as possible. Dr. Howard is a remarkable instance where persecution and detraction combin'd have been used again t him, and where both have receiled upon his persecutors. He now stands in a position which few of his detractors can ever hope to arrive at.

I am staying at Donegana's, and sorry to find my old friend Daley laid up with an attack of his old enemy, the gout. The house is doing an excellent business, and he bids me say that Donegana's Hotel will be kept open all the winter.

If I go on at the rate I have been progressing I fear I shall be longer from home than I anticipated. To-morrow Quebec, on Saturday at Portland, thence to Boston, New York, Philadelphia and home. But I'll be back as soon as I can, and this is about all I can promise.

E. J. B.

ARRIVAL OF THE VANDERBILT.

New York, Oct 15, 1857.

The steamship Vanderbilt, from Havre and Southampton 3rd inst., arrived at nine o'clock this morning.

The Arago, from New York, arrived out on the evening of the 3rd.

The Calcutta letters and papers, containing details of the intelligence previously at hand, had reached England, but nothing new.

The Bombay Government had received a telegraphic despatch from Pyna (?) dated August 31st, stating that the news from Cawnpore was to the 18th. General Havelock engaged the rebels on the 16th, about twelve miles from that place, and took two guns. No English were killed, but Capt. McKenzie and fifteen men were wounded. The troops were very hard worked, and the Cholera had. Capt Campbell and fourteen men of the 78th Highlanders had died of it.

The latest accounts from Lucknow were of the 14th, which reported all well.

News from China was not favorable. The French ambassador says the Court of Pekin will not agree to any arrangement.

The Emperors of Russia and Austria were at Weimar on the 1st of October.

It is reported in Paris that Isle Bourbon is to resume the name of Isle Bonaparte, which it bore under the first empire.

Napoleon is said to be intent on a personal interview with all the Sovereigns of Europe.

The English government has given notice to the Prussian manufacturers of fire-arms that no more of the said articles will be allowed to enter the East Indies without special permission.

Schamil had made a prisoner of the Governor of Khannate, and a revolution had broken out in that district.

A new complication had arisen in Constantinople touching Mount Negro, a district of Albania having revolted. Pasha of Scutari had taken measures to chastise the rebels and sent 3,000 men against them. Meanwhile intelligence was received that the Montenegrins meditate a descent into the plains to succor the insurgents. As any interference would be unseasonable just now, the representatives of France England and Austria, held a conference with the Minister of foreign affairs, and recommended him to instruct the Pasha of Scutari to suspend his measures for the present.

The expulsion of refugees from Genoa is confirmed by the publication of their names.

The Greek government has authorized the exportation of cereals in consequence of the abundance of the harvest.

Advices from Constantinople announce an approaching arrangement of the diplomatic services in Turkey.

It is known that Prince Callemaki is to relinquish the embassy at Vienna.

U. S. Consul at Southampton had officially visited the U. S. ship Plymouth. Capt. Dahlgulen and his officers were to attend a banquet at Mr. W. Andrews on the 3d.

The English Money market was more animated. On the second consols closed 90¼ ⅜ 90¼.

LIVERPOOL MARKETS.

LIVERPOOL, Oct 2

COTTON.—A very limited demand throughout the week, but holders are very firm, with expectation of a decline of 1d. On inferior American no quotable decline has taken place. Sales to-day 6000 bales, market closing firmly; sales of the week 46,700 bales, of which speculators took 6,700, exporters 2,600.

Breadstuffs very dull: sales were pressed at Wheat and Flour—A decline of 2d and 3d on wheat and 6d on flour. Corn was 6d lower. Richardson, Spence & Co. quote canal flour at 30s a 31s; red wheat 7s 9d a 8s, white 9s a 9s 8d; mixed corn 37s 6d.

Provisions were nominal. Beef dull; bacon firmer, and prime parcels 1s higher; pork, nothing doing; lard declined 2s—sales 69s 6d; tallow dull at 50s 6d.

LONDON MARKET.

London, October 2.

Sugar declined 6d; Coffee declined 1s a 2s on the week; tea firm but quiet.

American railway securities in improved demand at better prices.

Suspension of Messrs. Harper.

From the New York Courier and Inquirer, Oct. 10.

The suspension of Harper Brothers, on Thursday, is one of those events for which we who know them best were not prepared, even in these times. With bonds and mortgages on productive real estate in this city, for more than four times the amount asked for, and bills receivable for ten times the amount, and only asking to have them line of discount restored within $5,000 of what it should be—and with the solemn assurance that, without the aid asked, they must suspend and discharge between six or eight hundred persons in their employ—they were coldly permitted to go by the board and thus be compelled to bring distress and want among several thousand persons who were directly dependant upon them for employment! But to make the bank which refused to aid them stronger or weaker? But we have no heart to dwell upon a matter of this kind. In the mercantile history of the city the case has no parallel; and madness—absolute madness—and the most egregious folly, must have prevailed at the Board of Direction which perpetrated this nameless act. We are quite sure that no failure ever took place here which has excited greater or more merited sympathy; while its consequences to their employees are such as absolutely to make the heart bleed. And all this has been accomplished in consequence of a panic pervading a Bank parlor, and the President of a Wall street Bank lacking the necessary nerve to look in the face a weekly statement which might present him in a less favorable aspect than some neighboring institution.

PONTIAC ELECTION.—The nomination in this County took place at Portage-du-Fort on Wednesday last. A number of gentlemen from Ottawa city attended, and seemed to take a deep interest in the matter. John Paupire, Esq., nominated George Bryson Esq., which nomination was seconded by W. King, Esq. of Bristol. The latter gentleman in his speech remarked, that he did not support Mr. Bryson "because he was a ministerialist or an anti-ministerialist, but because he was a reformer." James H Burke, Esq., editor of the Tribune newspaper, was proposed by G E. White, Esq. of Portage-du Fort, and seconded by Mr. Samuel McDonell, of Litchfield. The Ottawa Citizen says, that a show of hands having first been taken and afterwards a division having been made, fully nine-tenths of those present appeared in favor of Bryson. It is expected that the contest will be a close one, although nothing has hitherto occurred to indicate the actual state of parties in the County. We understand that Mr. Bryson has declared himself an anti ministerialist, whereas Mr Burke is said to be friendly to the present administration. The polling commences to-day.

DOMESTIC.

At Toronto a By-Law, imposing a frontage tax or Sewerage Rate on the citizens has been defeated, with costs. Mr. Aldwell, who keeps a brewery on the corner of Victoria and Gould streets, being taxed for frontage on both streets, protested against the unjust operation of the law, and accordingly took counsel of James Hallinan, Esq., Barrister, who pronounced against its validity. The case was twice argued before a full court, Mr. Hallinan being retained by Mr. Aldwell, and Mr. Wilson appearing on behalf of the Corporation. It was finally decided in favor of Mr. Hallinan's client, the Court declaring the By-law illegal.

THE PRICE OF BREAD.—The Montreal Gazette says:—We see that several of our contemporaries have suggested the justice of a reduction by bakers in the price of bread. Flour has fallen nearly 50 per cent in the market value, while the reduction in the price of bread is inflitessimally small. Really this will not do. The bakers must come down, or people who can, and they are many, will bake their own bread soon. We may be told that the flour out of which the bakers are now making bread was bought at the higher price. There might be some force in the argument, were it not that next morning after a rise in flour their customers are informed of a rise in bread, the fact that the flour then used was bought at the lower previous rates being forgotten. So give us cheaper bread, good Messrs. Bakers, without delay.

CHILD ATTACKED BY A HOG.—On the 10th inst, a child aged 2½ years, of Mr. Langstall, Gloucester, while amusing himself a short distance from the house, was attacked by a voracious hog and severely lacerated about the posterior portion of the head. Before the parents had become cognizant of the circumstances, the child had fortunately extricated his head from the jaws of the brute and retraced his steps homeward. The child is now progressing very favorable.

INDIGENT POOR.—The following copy of a resolution of the County Council of Perth, has been forwarded to us for insertion. The subject referred to therein is an important one:—

Resolved,—"That the County Council, having in view applications to them as to indigent persons, worthy of attention (and apart from taking such cases into consideration when put before them,) consider it would be important if the various Municipalities in this County would take the subject of the indigent poor in their respective bounds into consideration, and that each provide means to meet the same, and that a copy of this resolution be sent to each Reeve in this county, and also, to each Warden of other Counties, to show this expression of our opinion."

Stewart Campbell,
County Clerk.

Court House, Stratford, 1st July, 1857.

FIRE AT BRAMPTON.

Last night Thursday) about twelve o'clock Mr. McDonald's, Innkeeper, stables—which were lately built in place of those burned down a few months since—were discovered to be on fire by Mr. Little, of Mono, when he immediately gave the alarm. The whole building was in a short time reduced to a mass of smouldering ruins. Mr. McDonald's loss will be very heavy. In the building were 14 tons of hay and a 100 bushels of oats, besides a quantity of harness. The building was insured for $600, which will cover only about half of his loss.

An unfortunate case connected with this disastrous affair is that of Mr Burrows, of Orangeville, who arrived on Thursday evening with a load of flour, which was burned along with his waggon and a fine team of horses. Mr. Little, who had also come in with a load of wheat, lost a horse. It is thought that the fire was the work of an incendiary.

ALLEGED INFANTICIDE.—The dead body of a new born male child was found on Monday night, lying in a field near the St. Lewis road and Catholic Cemetery, Quebec. The corpse was warm, apparently that of a healthy infant, and the skull exhibited some marks of compression. The body was discovered by some soldiers of the 30th Regiment; and a grenadier of the same corps states that after dark that night, he saw a woman near the spot, with what he thought "like a child packed up." She seemed intoxicated, and he advised her to take care of the child, to which she answered that she had not far to go; on the approach of a third party she told the soldier to go away, that she was hurrying to Mr. Taylor's, close at hand. The Coroner was notified, and held an inquest yesterday afternoon.

A lady in Blackford Co. recently gave birth to a child only seven weeks after a previous confinement. The first child was a boy, and was born on the 13th day of June; the second child was a girl, and born on the 1st day of August. They are the children of Aaron Hess, an old resident of Blackford. Both are living, and the mother is doing as well as might be expected—She attended to her household duties between the births.

SUDDEN DEATH.—On Sunday morning an amiable and accomplished young lady, Miss Jessie Yornold, young-st daughter of it Yarnold, Esq., Clerk and Treasurer of the Town of Whitby, died suddenly of disease of the heart.

MAN KILLED.—On Friday evening last a man employed on the G. T. Railroad, named Peter Cosgrove, under the influence of liquor laid down on the track about a mile east of the Depot in Whitby, and went to sleep; a train came dashing along, literally tearing him into fragments. His entrails were torn out, and his legs, head, and arms awfully mangled. A coroner's jury returned a verdict in accordance with the facts. He was a widower, and a daughter in Toronto, an orphan.

On Wednesday afternoon, the Wine and Coal Cellars, which have been lately constructed by Mr. G. K. Burrows, for Messrs. Howland & Fitch, Merchants, Church Street, Toronto, in front of their premises, caved in. Fortunately there was no person there at the time. The occurrence is attributed to an overflow of water by the late rains, undermining the brick walls which were built only a few days.

ROBBERY.—A bold robbery was perpetrated in Hamilton on Wednesday night last. Henry Graham, one of the Bookkeepers in the wholesale establishment of Messrs Kerr, Brown & Co., absconded on the night in question, having robbed his employers of £133. The theft was accomplished in the following manner. Having a number of accounts to make out, Graham was left in the office alone, Mr. Finley having retired about 9 o'clock, and Mr. Kerr at half past 8. A young lad who had been left to close the office, he dismissed, in order the more easily to carry out his design. The money was in the safe, in an iron chest, and the key in the door of the safe. The keys of the safe he carried with him. It has been ascertained that he booked his baggage for Buffalo. Graham is an Englishman, 24 years of age, about 5 feet 4 inches in height, has a sallow complexion, brown hair, and large Roman nose. His wife has gone with him.

A man of the name of Wilson had his jaw broken last week by the springing of a board, while adjusting a log to the saw, at Stoddart's mill, near Bradford. On the same day, another man named Brown, employed in Mr. Meconchy's saw mill, Bradford, stumbled against the saw, and had three fingers cut off.

ACCIDENTAL DEATH.—A little boy named Thomas Burns was killed on Thursday afternoon on Elizabeth Street, Toronto, by a waggon belonging to Messrs. Worthington, passing over his neck. It appears from the evidence taken before Dr. Scott, who held an inquest on the body, that several children were standing around a fruit waggon in that street at the time Worthington's team loaded with brick, was passing down. The deceased with his sister ran across to avoid danger, but the little fellow unhappily fell, and the hind wheel of the waggon passed over his neck, killing him instantly. After some remarks from the Coroner relative to the right of the jury in laying a deodand on the waggon if the evidence showed any culpable negligence, the jury returned a verdict of accidental death.

REMARKABLE CASE OF TRANSFUSION.—The Staffordshire Advertiser records the following remarkable operation, which was successfully performed on Wednesday last by Mr. Wheatcroft, surgeon, of Cannock, on the person of a woman named Wood, residing there. Immediately after her confinement, fearful hemorrhage set in draining the woman of blood. She felt herself dying, and summoned her husband to her bedside, bade him "Good bye," and earnestly requested him to take care of the children when she was no more. She then became pulseless, and gasping, occasional breathing being the only indication of life. A vein was opened in her arm, and one in the arm of her husband, and as the blood flowed from the latter it was transmitted by suitable apparatus into the veins of the wife. After seventeen ounces had been thus injected, the pulse became perceptible, the colourless lips reddened, the ghastly eye brightened, and she thankfully said, "I am better." The case has progressed very favourably, and the woman is recovering. Death here was literally robbed of his victim.

PROFITABLE SPECULATION.—The Hamilton Corporation have sold £17,500 of Debentures to J. & D. M. Osborn, for 7½ per cent. That's financiering for you with a vengeance. Wonder have our civic fathers been taking lessons in the science of finance, from Inspector-General Cayley? It is not surprising that the taxes had to be increased to meet the growing extravagance of the council.

The London Times on the state of the Insurrection.

[From the London Times, Sept. 30.]

The additional particulars received by the Foreign Office, in the form of a despatch from the Indian Government to the Secret Committee of the East India Directors, throw new, and, we must add, a gloomy light on the state of affairs. For the present, and for several weeks more from the last date, we must make up our minds to increasing difficulty, and the consequent probability of fresh disasters, in one quarter or another. Here and there the tide may be turned in our favor. An heroic act, a desperate advance, or still more desperate defence, a brilliant victory, or a miraculous relief, a timely panic in the foe or an unhoped for aid, may serve to console us for casualties of an opposite character.—But when things are pushed to the extreme, and everything everywhere is staked on the cast of a die, we cannot expect the chances to be always in our favor. It is not Delhi that is now the chief point of anxiety. Nor yet do Lucknow and Agra, with their gallant defenders and their hundreds of women and children, monopolise interest. The whole line of communication is threatened and disturbed. We have had to retreat, to surrender points which till lately we were sure of holding, to detain re-enforcements, to provide against new dangers, and reduce our position to the least and most manageable nucleus of dominion. All this, of course, is only for a time.—Give us the single month of September—let us tide over those thirty days, and there is small cause of fear. But it is terrible to think what may happen in that interval—how much that can only be recovered at a fearful cost—how much that is absolutely irremediable. Such is the distance, that we are almost powerless spectators. Whether the British Government has done well or ill, it can do little more. By and by we will venture to suggest what may be done; but first for the auxious particulars before us.

It is much to be feared that Gen Havelock has thus far gained no substantial advantage in return for the loss of many valuable lives. At the last date, the 13th, he was still at Cawnpore, with his force reduced to 960 men, worn out with fatigue. He could not be re-enforced in less than ten days or a fortnight—that is, in effect, till the beginning of September, the mismanaged affairs of Dinapore and Arran having had the sad result of detaining below the Queen's 5th and 9th, that were otherwise going up the river. Instead of advancing and making good his progress, Gen. Havelock was seriously threatened, even at Cawnpore. He expected to be attacked on three sides—by the Oude insurgents on the north and from Futtehpore, and by the Gwalior mutineers from Calpee. It is almost a novelty in this war to hear of the river navigation being employed for any other purpose than the quiet transport of men and material; and it certainly is a melancholy reflection that while we are encircling the earth with a belt of big ships and have innumerable gunboats and other craft of all arms rotting and rusting, nobody knows where, there is not such a thing on the Ganges or its tributaries as a steamboat adapted for the purposes of war. No doubt the navigation of these rivers, supplied by mountain torrents, flowing through immense alluvial plains, with frequent inundations and changes of channel, is not very easy or always possible. But in August and September there is at least depth of water for vessels capable of steaming with two or three guns and a hundred or two men. Had the Company but a dozen of such vessels at this juncture! How gladly would England give twenty of the ships of the line now lying in ordinary at half a dozen harbors and estuaries, for as many vessels of one-twentieth of their tonnage moving up and down in the Ganges and its tributaries. It appears there is one such steamer at the command of Gen. Havelock, and he had despatched it to prevent the Oude people, if possible, from crossing at Futteypore; but he had no means whatever of preventing the Gwalior mutineers from crossing the Jumna at Calpee. Indeed, it is too probable that, by the union of these three bodies, he would soon find himself as much besieged at Cawnpore as Wheeler had been before him, and as our people are at Agra, Lucknow, and half a dozen other places.

But it is the general condition of the country, the questionable spirit, and conspiracies, the threatening demonstrations, and the doubtful allegiance, that impart the most anxious features to this intelligence. In the whole of the Bengal Presidency, and in the neighboring States, it is evident that every native, high and low, is considering for himself, not what he ought to do, or which side he wishes to see prosper, but what he must do with a view to his own interest and even preservation. We must remember, in common justice to these people, that we cannot expect a devotion unto death from any Indian in behalf of foreign intruders, different in race, in religion, and not less in disposition and manner. We may be respected, and even loved, by those immediately about us, but the range of personal influence must be very small, and all the social prejudices and political traditions are dead against us. We cannot, therefore, be either surprised or very indignant to hear of friendly Princes here and there, taking steps that leave it doubtful to us, as it may possibly be to themselves, what line they mean to take. It is only wonderful that so many stand by us. Among the changes to be observed in the latest intelligence is the abandonment of Goruckpore. In the previous report a considerable force of Ghoorkas from Nepaul had arrived there, and more were expected, on their way to join Havelock. It is stated that they were desired to occupy both Goruckpore and Azimghur, if possible, but, if not, to abandon the former. This they have done, and it was certainly necessary, if they were to advance with a sufficient force to be useful further on. The Ounapore mutineers were last heard of making for the Jumna, near Calpee, with the evident intention of swelling the numbers against Havelock. Some native troops—infantry, cavalry and guns—had been sent against them by the Political Agent, but with what hope of success it would be hard to conjecture. Various portions of the Grand Trunk Road are described as insecure, and though there may be nothing to prevent the passage of the British troops, it may be necessary to detain them, and add day upon day to the intricate task, possibly the sufferings, of our people besieged in Lucknow and Agra.

Delhi itself is now the bright spot in the prospect. There is no longer any talk of a retreat. It was expected that on the 15th of August our whole force there would amount to 11,000, and early in September to 15,000. There was even talk of trying an assault on the 25th ultimo; and one account says that we had actually invested the city, and cut off its communications.—There had been more sorties repulsed, with fearful loss to the mutineers, and at some cost to ourselves. In the city they were disheartened and divided. Their magazine had been blown up, and 500 artificers destroyed, together, with a large quantity of sulphur and saltpetre. They were in want of percussion caps, fuses, and other stores. The King, it was said, had sent off his Zenana. The mutineers compelled to fight on their arrival, and even forced to prolong the conflict by the closing of the gates behind them, have to some extent availed themselves of the opportunity to make off and consult safety for pleasure. Meanwhile we had been receiving from the Punjaub, beside large reinforcements of Europeans and Punjabees, treasure, ammunition and stores. It must, however, be said, that though we seem to command the country toward the north west the mutineers were established at Allyghur in the name of the King of Delhi. It is quite evident that with the exception of half-a-dozen places throughout the whole region from Benares to the Punjaub, we must be considered to have taken the field, and to be, in fact, engaged in the task of reconquering India. When this is the work to be done, it is some encouragement to those engaged in it to find their services recognised and rewarded with some enduring mark of favor. We have great pleasure in observing that Havelock, who may or may not live to receive a quarter's payment of his £100 a year good service pension, has now the rank of Major General, which he may, indeed, never hear of, and certainly will not if his career is as brief as that of his brother commanders in India, but which will at least be recorded, and remain, after his death, a consolation to his family and his friends.

ARRIVAL OF THE ASIA.

New York, Oct 17.

The steamship Asia, from Liverpool the 3rd, arrived at 8 o'clock this morning. Her advices are mainly anticipated. Our files, however, contain some items of interest.

The steamer Jason left Southampton for New York on the 1st with upwards of 400 passengers.

The Newfoundland line of steamers is temporarily suspended.

Recruiting for the army was progressing in England at the rate of over 1000 per week.

The report was current in Paris of intended conference at Vienna; with respect to the settlement of the question of the Danubian Principalities, and the difference with Naples.

It is stated that the Emperor of Austria will visit the King of Prussia at Berlin.

Despatches from Constantinople intimate that the early recall of Demidoff by the Turkish Ambassador at Paris has been received, upon a Vienna letter saying that the Porte is about to issue a circular to the great powers refusing to consent to the union of the principalities.

Letters from the Russian frontier say that insurrectionary movements had broken out in various places.

It was reported in Paris that in consequence of recent persecutions of Europeans in Madagascar, a combined English and French expedition against the Queen of that country was not improbable.

The Asia brought $2,000 in specie. She reports having passed on the 3rd the steamer Europa from Boston 5th; Baltic from New York 16th; City of Washington from New York from Liverpool.

FATAL RAILWAY ACCIDENT.

From the Toronto Globe of 17th.

An accident, attended with fatal results, occurred on the New York Central Railroad, on Thursday evening, about nine o'clock. The particulars, so far as they have reached us, will be found in the telegraph reports which we subjoin. We regret to say that two ladies from Toronto are among the sufferers; one, Miss Catherine Brown,—daughter of Mr Peter Brown, and sister to Mr. George Brown, M.P.P.,—who was killed instantaneously, the other Miss Mary Bate, not severely injured. The Friends of Miss Brown left town a noon yesterday, to bring her remains to Toronto, where they are expected to arrive during the course of to-day. We are happy to state that her Father, who was in the same car with her, escaped without receiving any serious injury. He was thrown into the water, as was also Miss Bate, who was with difficulty rescued from drowning.

Buffalo, Oct. 16—6:30 p.m.

We have received no regular telegraph report relative to the accident, from Syracuse to-day, but take the following from one of our evening papers:—

"The train that left Buffalo at 2 p.m., yesterday, was thrown from the track near Syracuse, last night, about 9 o'clock. The recent rain had softened the embankment which gave way as soon as the engine got over it, throwing the engine down the embankment, which is about 15 feet high, turning it bottom up, scalding the engineer severely but not fatally, and breaking the fireman's arm. The mail and bageage cars were both thrown directly upon the engine, severely injuring both baggagemen. One had both shoulder blades and one leg broken; the other had one shoulder blade badly broken. Many of the passengers were badly injured; one female was found drowned, and one is missing and is thought to be under the wreck. One man had his bowels torn out, and cannot live. As this happened on a double track, it does not interfere with the regular running of the trains. Up to the time of going to press we are without further particulars. It is thought, however, that two or three passengers are fatally injured. We are unable to get the names, but as this is a way train, we hardly think any of our citizens were on board."

FURTHER BY TELEGRAPH.

The following is a list of killed and wounded:

Miss Catherine Brown Toronto, aged about 34, killed.

Clinton E. Bronson, New Britain, Conn., Agent for Townsend & Co Agricultural Implements Factory, Westfield, Chatauqua Co., fatally injured, aged 29: unmarried.

Peter Bettinger, baggageman, Syracuse, probably fatally injured, both collar bones broken and ribs fractured—lies very low.

Mrs. Lizzie Franklin, Warren, R.I., rib fractured and spine injured—will not probably survive.

Patrick Nolan, baggeman, Syracuse, thigh broken twice; shoulders broken; internal injuries: recovery very doubtful.

A. W. Deforest, Neshaven, Conn., left arm broken above and below elbow; will recover.

Peter Hidgman, fireman, Syracuse, arm broken; chest badly bruised; in a dangerous condition.

Peter Hess passenger, Durhamville, badly cut and bruised—not serious.

John Ogsbury, Pamelia, Jefferson Co., arms and body badly bruised.

Charley F. McMasters, mail agent, badly bruised; injuries internal, and quite serious; he is brother to McMasters of N. Y. News.

Mrs. Sarah Havens, Oneida County, badly bruised and ancle fractured. Her husband was on board and escaped uninjured.

R. Haslet, engineer; badly scalded, and head severely cut.

Edgar Rogers Jess from Kansas; badly cut and bruised.

Miss Mary H. Bates, Toronto; much bruised and stunned. She was rescued narrowly from drowning.

T. Calmwell, Indiana, severely bruised.

Saumel Olana, New York severely bruised.

J. A. Beale, Peru, Indiana, face cut, and body bruised.

Mr. and Miss Mullen, Rome, bruised slightly.

Catherine Mullen, Albany, slightly cut and bruised.

Gustavus Boner, Syracuse, slightly hurt.

Syracuse, October 16

The accident on the road last evening was the most disastrous that has happened on the Central route for many years. The cars were under full headway, and as they approached Nine Mile Creek, between Warner's Station and Syracuse, the engine suddenly plunged off the track, darting down into the Creek some 15 or 20 feet. The couplings apparently broke instantly as the baggage car plunged over right on the top of the engine. This was followed by the mail car and three passenger cars, all of which took fearful leaps, one after another. The cars were all well filled with passengers, and the catastrophe was so sudden that only one shriek was heard above the noise of wheels before all were heaped together in common ruin at the bottom of the gulph. The last car only remained on the track and those fortunate to be on board the carriage, instantly proceeded to the rescue of the other passengers. The scene presented was most awful. The mail car was turned bottom side up and was found to be on fire having taken from the hot stoves. The first passenger car was turned on one side, with front part turned in the water of the Creek which had risen high in consequence of heavy rains. In this car, Miss Brown, of Toronto, daughter of Mr. Brown, septor, of the Toronto Globe, was missing. After most of the passengers had been got out of the ruins, one of the persons searching found a shawl which he pulled out. He then discovered a human being, and with the aid of the others dragged forth the body of Miss Brown. She had been drowned in about three feet of water, and from a concussion on the head had evidently been stunned in the collision. The second car turned bottom side to the train, and the third ran right through it about the middle nearly cutting it in two. The third car through this was smashed up. About one third the distance, car seats and passengers were rushed together in one mass. Here Mr. Bronson, of New Britain, Conn., sat, and his bowels were torn open by splinters of the seats; some divers of mahogany were extracted from his intestines by doctors to-day. His entrails were mortally cut through, and although he still lives his recovery is impossible. He is a man of strong brain and iron constitution. He crawled out of the ruins on to the track, literally holding in his bowels with his hands. Fortunately the third car jumped so high that it went through the second car, above the heads of the passengers. Had it cut three or four lower down, several more would have been killed from the nature of the accident and complete destruction of the cars. It is miraculous that out of 60 or 70 passengers so few were fatally injured. There were several narrow escapes, one passenger, Mr. Ogsbury, of Jefferson, was in the second car, and the whole wood-work not one foot above his head was splinte red to atoms. D. A. Levier, of the Albany Statesman, was in the back car, having not five minutes before the accident left a seat in the front car and walked back. The night was very dark and rainy. The cause of the accident was the giving way of the embankment at the Creek, and the spreading of the track. The escape of firemen, engineer, baggagemen, and mail agents from instant death was miraculous, and in falling they were thrown clear off the

PRIZE ANIMALS AT THE PROVINCIAL FAIR.

Complaints have frequently been made against the Provincial Association that it has not attempted to preserve a complete and intelligible record of each Annual Fair, so that the progress of improvement from year to year could be perceived and better understood. We some time ago called the attention of the Agricultural Board to this very matter, and were pleased to learn that several of our suggestions would be adopted. The proposal to take photographic likenesse of the prize animals and machines was one that seemed unobjectionable, while it would undoubtedly serve to stimulate exhibitors, and gratify the public. It would also enable agriculturists and agricultural mechanics to compare notes, observe peculiarities, and ascertain the direction and the degree of improvement at any given period. As a permanent memorial of the Society's exhibitions, these pictorial representations would be invaluable. We regret to hear that the first attempt in this direction has miscarried. Messrs. Armstrong, Beere, & Hime, of this city, who were employed to photograph the prize animals &c. at the late Show, explain the causes of their failure in another column, and it certainly says little for the management at Brantford, that the convenience of a lapse-dash should take precedence of the absolute necessities of the artist. Let us hope that a similar blunder will not again occur. We have received from Messrs. Armstrong & Co a view of one or two machines that, if a little smaller, would give a sufficiently accurate idea of their peculiarities. Each machine would be taken separately, and in such a manner as to show its working parts to the best advantage.—Globe.

ROBIN CAMPBELL, YEOMAN.

It will be remembered that at a late election, the only two "gentlemen" connected with the Kingston press, who were happily privileged to record their votes, were Robin Campbell and Old Duncan, the rival Bill-stickers. One of these, Robin, the Wit, Poet, and now honored Yeoman, has settled down, like Cincinnatus, as a lord of the soil. Robin has handed in a specimen of his industry, and a very gratifying specimen it is, considering that the seeds were cut from potatoes no bigger than a thimble. Indeed, from Robin's farming capacity, there can be no doubt that it is possible for him to plant Snyder's Thimbles with a certain result of the yield being nothing more nor less than a crop of solid Potash Textiles. But let him speak for himself in plain prose:

Dog Lake, Storrington,
October 13th, 1857.

To the Editor of the British Whig