WOOD! WOOD!! WOOD!!!

Wanted

10,000 CORDS of WOOD, delivered during the Navigation of 1860.

JAMES CAMPBELL,
Ontario Street, Kingston.

Dec. 13th, 1859. 292

A BONUS

To New Subscribers to the British Whig.

THE new Postage Law having seriously damaged the circulation of all Canadian Newspapers, the Daily and Weekly British Whig included, we hereby offer, as a bonus to all new Subscribers of 1860, who pay for either newspaper, one year's copy of the 'New York Family Pictorial.'

British Whig Office,
Dec. 19th, 1859.

SALES BY AUCTION
THIS DAY,
Advertised in the British Whig:
NONE.

The Daily British Whig.

"Optifer per Orbem Dicor."

SATURDAY MORNING, JAN. 21, 1860.

LETTERS & TELEGRAMS.

H. S. et H. G. E. & Co., New York; H. P., Montreal; J. H. & Co, Ottawa, with remittance.

THE POPE AND THE EMPEROR IN IRELAND.

We are concerned lest opposition in an unexpected quarter should delay the restoration of Mr. John Mitchel to his native Ireland. If Erin desires the return to her green embrace of this much injured son of hers, there are few persons in this land of his adopion but would lament anything likely to hinder or defeat so auspicious an event. But the divisions of that unhappy country which caused the discomfiture of the scheme of emancipation of this unlooky patriot, though fortified by his new system of vitriolic tactics, and his banishment to a penal settlement, from which, however, he easily escaped by breaking through the paper chain of his patrol with which the Saxon thought to hold him—those same divisions, we say, seem to threaten fresh obstacles in the way of his conquest of Ireland. The alliance it is understood he went to form with Louis Bonaparte for this purpose, like the one proposed by the Richmond Enquirer for the invigoration of slavery after the union is dissolved, does not seem likely to be received with that unanimous enthusiasm by his countrymen which such a stroke of diplomatic statesmanship should naturally excite. Mr. Mitchel being a Protestant Irishman, as was the man 'who led the British armies,' and who 'led the British Senate,' in our old-fashioned School Speaker, may not have duly calculated the disturbance which the Catholic element may introduce into his best-laid plans. But it looks now as if it might make them 'gang ajee,' as those of mice and men had done before them.

In point of fact, the Emperor Bonaparte is not in the odor of sanctity, or good odor of any kind, with the Irish Catholics, just now. They have been holding great meetings, almost rivaling in size the Monster Meetings of O'Connell's day, at various places in the south of Ireland, for the purpose of holding up the hands of the Holy Father at Rome, in the peril he is now in among false brethren or undutiful children. At one of these, at Killarney, Dr. Moriarty, a Roman Catholic Bishop, read an extract from a letter from a distinguished ecclesiastic, probably Cardinal Antonelli, at the Court of Rome, in which he expressed himself in these empathic terms: 'The Emperor will do nothing to assist in quelling the revolution he has excited. He will allow no intervention in favor of the Pope; while he allows the intervention of all the Mazzinians, Red Republicans, and Socialists, of Europe, to keep up and consummate this wicked revolt against the Head of the Church.' Such a text, and the comments it naturally drew forth, were not of a nature to conciliate friendly relations between the defeated Irish rebels, who are almost to a man Catholics, and the crowned conspirator of the Second of December. At Drogheda, Bishop Dixon, after denouncing the alienation of the Romagna from the Papal domination, should it be permitted by the Congress of Paris, as the most sacrilegious and atrocious robbery history will have to record, prophesies that if Bonaparte permits this crime to be perpetrated, his fall is at hand. Such are the priestly blessings which he receives as his reward for having upheld the Papal throne by his bayonets for the last ten years; but they are not precisely of the kind that must consecrate the banners of an army of deliverance from English supremacy. The heretic Queen is not worse, surely, than the renegade Emperor. Mr. Mitchel will have to wait a little, we imagine.

Meetings of this character have been held in Charleville, Clyone, Clonmel, and many other places, and, doubtless, express the sense of the Ultramontanists of the Irish Church. It is satisfactory to know, however, that the fools are not at all dead yet in the first flower of the earth and first gum of the sea. That generation, which it is to be hoped is never entirely to cease from off the earth, has not left itself without witness even in the bosom of the Irish Catholic priesthood. At a chapel meeting in Cloyne, a certain Father Fielding was heard, more Ghibbeline than Guelph in his proclivities, who held rather to the Emperor than to the Pope. Without any notice taken of the threatened spoliation of the patrimony of St. Peter, through the complicity of the former, he intimates that Napoleon III. would be welcomed by the Irish people if he should step over at any moment. And he affirms that the British Government knows that the French Government would be as acceptable to the Irish people as the present one. And yet he complains that the only fault of the Irish is that they are 'too loyal!' How this clergyman can reconcile his political preference for the Emperor with his ecclesiastical duty toward the Pope is a question for him to settle with his own conscience and his ecclesiastical superiors. But we think he must be a man after Mr. Mitchel's own heart, and would recommend him for the post of Chaplain-in-Chief to the army of invasion, as soon as it is organized and ready to begin operations.

But there is a yet greater obstacle in the way of Mr. Mitchel's triumphant entry into Dublin, after the expulsion of the Lord-Lieutenant and the overthrow of the Saxon domination, and that is the growing prosperity and good government of the island. Cobbett used to say that you can't make a fellow with a full belly a rebel, and this method of cure for rebellion has now been in constant and improving operation in Ireland for the last ten years. The reduction of the pauper population by the famine the consequent emigration, has brought the laboring class within manageable limits. The Encumbered Estates Commission, which has cut the tangled knots of mortgages, entails, and settlements with which the land was tied up, and thus thrown great numbers of fine estates into the market, with absolute perfection of title, has brought in a class of English settlers with capital and skill, which is fast changing the whole face of the country. The peasantry who are willing to work can have employment and wages, and the days when the potato rot could decimate a nation are gone forever. It is not strange that hereditary hatreds should yet remain when we consider the atrocities of the English misgovernment in the old time—and not so very old either. Such antipathies are the ghosts of dead tyrannies, and often walk long after the life has departed out of them. But the English people and Government have actually learned wisdom by experience, and have shown it in trying to cure Irish disaffection by curing the mischiefs that caused it. There are few or none of the old abuses left to complain about, and the administration of justice and of government generally is as fair and good as in the imperial isle itself—capable of improvement, doubtless, but free from any peculiar and offensive distinction of privileges. We think therefore that, what with the quarrel with the Pope on the one hand and the growing prosperity of the country on the other, we are more likely to see Mr. Mitchel restored to America under the auspices of Mr. Samuel Cunard, than to Ireland under those of Napoleon III.—[N. Y. Tribune.

TERRIBLE DISASTERS AT SEA.

FATAL COLLISION ON THE WEST COAST OF SCOTLAND.

(Abridged from the Glasgow Herald.)

We regret to announce the occurence of a disastrous collision off the Mull of Galloway, which has resulted in the death of four men, and a great amount of damage. The steamer Lyre, Capt. Wheeler, engaged in plying between Belfast and Fleetwood, on Friday evening, left Belfast, with upwards of sixty passengers. About half-past one o'clock, on Saturday morning, when considerably beyond the Mull of Galloway, the steamer suddenly came into collision with the schooner Sweetheart, laden with 200 tons of coal, and bound from Maryport for Belfast. It is not easy to say definitely from what cause the collision took place, but we are led to believe that it arose in consequence of both vessels altering their course at the same time. The vessels perceived each other for some time, and each endeavored to avoid coming in the other's course; no sooner, however, had the steamer put her helm to starboard, than the schooner made a similar alteration, the result of which was that the schooner ran into the steamer midship on the starboard side. The concussion was so violent that the anchor and bowsprit of the schooner were left in the paddle-wheel of the steamer. In consequence of this, combined with the engine-room being stove in by the collision, and the water rushing into the cavity thus made, the engines were stopped and the fires extinguished, thus rendering the steamer unable to proceed on her voyage. On the schooner striking the steamer, they hugged each other for an instant, then parted company, and on the schooner nearing for the second time, two of her men leapt on board the steamer, and were thereby saved. In consequence of the tremendous shock which she sustained, the ill-fated schooner sank, carrying with her to a watery grave the master and the remaining three of his men, whose names are as follow:—Patrick Black, master; Travers Hill, Danial O'Hara, and Daniel Creely; all are said to have belonged to Belfast. The fright and consternation among the passengers of the steamer, among whom were a good many ladies, presented a picture which no one present could ever forget. The sea was running so high that if the boat had been launched they would have inevitably been swamped, and Capt. Wheeler very prudently did not give the order to launch the boats. After some time, with the greatest possible difficulty, Captain Wheeler managed to bring the vessel round, and thus she drifted before the wind, towards Belfast, and actually did arrive somwhere between the Mull of Galloway and the Copeland Islands. There were very few signals on board which were available, but a gun was fired at very short intervals. The shots were not heard for a considerable time until, towards half-past one o'clock p.m. they were noticed by the ship Patience, Capt. M'Phee, of Ardrossan. The Patience bore down upon the steamer and succeeded in taking on board all the passengers. Capt. M'Phee took the steamer in tow, and towed her for a considerable distance. The spectacle of a steamer being towed by a ship brought two steamers down upon them; the first being the Shamrock, bound from Sligo to Liverpool. Captain Stewart, of the Shamrock, expressed his willingness to tow the steamer to Greenock; and the two vessels arrived safe at that port on Sunday, Capt. Wheeler and crew never having left their vessel.

WRECK OF THE LADY FRANKLIN—EIGHTEEN LIVES LOST.

Intelligence has been received at Liverpool confirming the total wreck of the bark Lady Franklin, of Liverpool, while on her passage from that port to Maranham. There is little doubt, also, that all on board perished save one of the crew, Charles Matthews, a native of the West Indies, who was picked up, landed at Cadiz, and made a statement to Mr. J. M. Brackenbury, her Majesty's Consul at Cadiz. Matthews states that on the 29th of November, at Midnight, the Lady Franklin was struck on her port bow by a large ship steering to eastward. After the second concussion, the ship answered to the hail, and promised to stop by the barque, but was afterwards seen to steer away, and was soon lost sight of. One of the the boats was immediately stove in. A second was got ready, but before she could be launched the vessel had so far settled down that the sea swept her away, most of the crew holding on to her. She (the Lady Franklin) soon after capsized, when the deponent, Matthews, clung to the first portion of the wreck he could lay hold of. The master and passengers were endeavoring to launch the gig when the barque went down, head foremost. About an hour afterwards he fancied he heard some one hailing, to which the deponent responded, from which time till daylight he neither saw nor heard anything. At daylight, he distinctly saw a man clinging to a plank not far off him, but he disappeared soon after. About 9 a. m. next day, November 30th, he was picked up by the Medley Hill screw steamship. The deponent's limbs were much benumbed by the cold; but, after having a hot bath and dry clothes, he soon recovered.

INDUSTRY AND HAWDON RAILROAD.—On the 10th inst., at the Parish of St. Liguori, County of Joliette, this Road was sold by Mr. Sheriff Leprohon, being adjudged to the Hon. Peter McGill for the sum of £450. The gentlemen of the Seminary of St. Sulpice, of Montreal, having a mortgage on the road for the sum of £1,000 with interest, registered since 1853, all holders of bonds issued by the Company in 1853, will, we are sorry to hear, suffer the loss of their investment. It is much to be regretted that the Legislature when incorporating such companies did not adopt such means as to protect the rights of bond-holders, and for the future such ought to be done. In the present case we are aware of persons who will suffer very heavy losses, and there is one case in particular which we certainly consider to be a very hard one.—[Transcript.

CURLING.—The Montreal Herald says that the Royal Caledonia Curling Club, of Scotland, has awarded four medals to the Canadian Branch of the Royal Club, to be distributed for competition among different Clubs in Canada during the present winter. We understand that one medal is to be played for on the 31st instant, between the Caledonia Club of Montreal and the Kingston Club, four rinks a side.

THE GAME CLUB.

A Meeting of the Game Protection Club of this city took place pursuant to notice at Kent's Hotel. There was a large attendance, and the President W. G. Draper, Esq., took the chair about seven o'clock.

The Draft of a letter from the Chairman to the Hon. Col. Prince, touching sundry alterations required in the Game Laws, was read and agreed to with a few alterations, and the Chairman was requested to forward the same to the gallant Colonel forthwith.

It was also decided to memorialize Parliament on the subject of the alterations and reforms thought necessary, of which the following is a summary:—

Firstly—To prevent Americans from killing game for exportation. This has now become a regular trade and our forests are thinned to satisfy the epicureans and gourmands of New York and Boston, and fill the pockets of Yankee pot-hunters. A heavy export duty was suggested as a remedy.

Secondly—To confiscate all game for the killing or possessing of which any one may be convicted.

Thirdly—To prevent trapping game, especially deer. A cruel method now exists which was referred to in our columns a few days since, and a stringent clause should be passed against this barbarous mode of killing dumb beasts.

Fourthly—To limit the period for killing deer to between the 1st September, and 31st December in each year.

Fifthly—To impose a fine of £20 for trapping deer as above mentioned—one half to go to the informer—and making it lawful for any one to destroy such traps. One magistrate on the oath of one credible witness to convict.

Sixthly—To restrict the killing of wild fowl of all species between the same periods as at present limited for Black Ducks, &c.

These suggestions were unanimously agreed to, and it was further decided that the president should draft the memorial at his earliest convenience, which he promised to do.

DOMESTIC.

DEATH OF JUDGE CAMPBELL OF NIAGARA.—Yesterday afternoon intelligence reached Toronto by telegraph that Judge Campbell had died suddenly in St. Catharines. The news created astonishment and regret in the city, where he was well known. The deceased Judge was born in the town of Niagara about the year 1800. His father, Major Campbell, was for many years Fort-Major of Niagara, then Fort George; he died in the year 1812, and was buried within the Fort. Judge Campbell received a portion of his education in Niagara, and in early life went to Nova Scotia to visit some friends, with whom he resided several years. He returned to Niagara, where he studied law, and, when called to the bar, enjoyed a very extensive practice. In 1841, he was elected Mayor of Niagara by a majority of one vote over Mr. Boulton, and in the early part of the same year resigned the Mayoralty, having received the appointment of Judge for the District of Niagara. His judicial abilities inspired confidence, and he enjoyed the esteem of all with whom he came in contact. He was a very active member of the Agricultural Society, and was a most enthusiastic horticulturist, always carrying off the best prizes at the shows. He married a sister of Mr. Justice Burns, and leaves a widow, two sons, and three daughters to mourn his loss.

When the fact was announced to Judge Burns yesterday, in the Court of Assizes, his Lordship was so much affected that he was unable to proceed with the charge that he was about to deliver to the jury in the insurance case which had occupied the Court during the chief part of the day. Judge Campbell was a native of Niagara; he had presided as County Judge for nearly 20 years, and at the time of his death was in his 58th year. He leaves a wife, two sons and three daughters to mourn their sudden bereavement.—[Globe.

DONATION EXTRAORDINARY.—Mr. Charles E. Schiller, Deputy Clerk of the Crown and Superintendent of Crown witnesses, yesterday received in an envelope a twenty dollar bill of the Bank of B.N.A., accompanied by the printed initials McD.,—and that gentleman adopts this mode of informing the sender, McD., that, as he believes it can have been done with no legitimate intentions, he desires him to call for his twenty dollars, which, if not claimed before the end of the Criminal Court now in session, he will send to some charitable institution to be more usefully employed.—[Montreal Herald.

THE RIVER AT QUEBEC.—The giving way of the icebridge at Cap-Rouge, and the sudden change to soft, unseasonable weather, have deferred all hopes of a bridge to Pointe Levi for some time to come. The river is crowded with floating ice, and canoe crossing will become a very unpleasant matter the moment the next cold term sets in.

Grand Trunk Railway of Canada.

AUDIT DEPARTMENT,
Montreal, Jan. 14, 1860.

Statement of Traffic Receipts for week ending Jan. 7, 1860:—

	No.	Amount.
Local passengers,	6015	$12,355 97
Foreign passengers,	1121	1,909 08
Emigrants		
Mails, Express, &c		2,492 46
Local Freight & Live Stock	(6,961¼) tons	26,226 82
Local Timber and Lumber	(788,392) ft (224 tons)	385 22
Local Firewood	(651 cords 959 tons)	740 74
Foreign Freight, and Live Stock	(1,519½ tons)	5,122 23
Total	(970 miles)	$49,332 52
Week ending Jan. 8, 1859	(680 miles)	29,411 90½
Increase,	(90 miles)	19,920 61½

Total Traffic from 1st July, 1859, to date $1,423,276 30
for same period last year .. 1,205,774 32½

J. HARDMAN,
Auditor.

The traffic of the Lakes has surprisingly increased of late years. Three thousand and sixty-five steamers passed up from Lake Erie and Lakes Huron and Superior by Detroit, in 1859, and three thousand one hundred and twenty-one passed down. The greatest number up in a single day was eighty-five, down seventy-three.

THE CANADIAN HIGHLAND SOCIETY OF TORONTO.—This Society is composed of nearly 200 members, and is reported to be in a very prosperous condition. At the annual gathering on Thursday last, the following gentlemen were elected office-bearers for the present year:—

Chief and Patron, The Hon. Sir Allan Napier MacNab, of Dundurn, Bart.

President—Lieut. Col. McDougall, Inspecting Field Officer of Militia.

Vice-Presidents—The Hon. J. H. Cameron, Q.C.; Angus Morrison, Esq., M.P.P.; Thomas Ballhar, Esq.; A. P. McDonald, Esq., M.P.P.; Major Macleod Oakridges.

Directors—Capt. A. Taylor, City Councillor; Messrs A. D. Macdougall, Malcolm Livingston, William Hoig, Hugh McKay, William Henderson, E. A. McNaughton (Newcastle), Angus Matthison, William Wallace, and Alexander Muir (Scarboro).

Chaplains—Rev. Dr. Barclay, Toronto; Rev. David Watson, M.A., Thorah.

Physician—Dr. Thorburn.

Treasurer—John McLean, Esq.

Corresponding Secretary—George M. Munro, Esq.

Recording Secretary—David Watson Esq.

Broad Scotch Bard—Alexander McLachlan, Esq.

Gaelic Bard—Evan McColl, Esq., Kingston.

Interpreter—J. McPherson, Esq.

Pipers—Messrs Ronald Dingwall, Neil Carmichael, Donald McRae, and Neil Matthieson.

Warden—Mr. John Mowat.

ECLIPSES FOR THE YEAR 1860.—There will be four eclipses this year, as follows:—

1. An annular eclipse of the sun, January 22. Invisible in America. Visible at sea, about the South Pole.

2. A partial eclipse of the moon, February 6, in the evening. Visible. Size, 2.744 digits on the northern limb.

3. A total eclipse of the sun, July 18, in the morning. In the United States this will only be a partial eclipse, except at Astoria and northwestern part of Washington Territory, where it will be total.

The line of central and total eclipse begins in the Pacific Ocean, southwest of the mouth of Columbia river, in latitude 45 deg. 46 min. N., and longitude 125 deg. 55 minutes W. of Greenwich; from thence it runs easterly and northerly through British America, and Hudson's Bay, then bends southerly, crosses the Atlantic, runs through Spain and the Mediterranean sea, then into Africa, and ends by the side of the Red Sea, in latitude 15. deg. 48 min. 2 sec. N., and longitude 29 deg. 47 min. E. of Greenwich. Its size in the Northern States will be from 6 to 7 digits, and in the Southern from 3 to 5 digits. The partial eclipse on the earth begins in the Northern and unsettled part of Texas, latitude 34 deg. 40 min. 4 sec. N., longitude 25 deg. 22 min. 8 sec. W. of Washington at the instant of sunrise.

ALLEGED ATTEMPT TO ASSAULT MR. MCGEE.—The Globe, of yesterday, alleges, on the authority of a correspondent, that an attempt was made at Bradford, County of Simcoe, last week, to intimidate or personally assault T. D'Arcy McGee, Esq., M. P. P., who had engaged to deliver a lecture in the Mechanics' Institute, on the 13 inst. The Hon J. H. Cameron, it appears, was to be a speaker on the occasion; but according to the Globe's account, the Orangemen had made up their minds to prevent Mr. McGee being present, and threatened a riot if he made his appearance. Mr. McGee, being informed of what was going on, staid away, and thus a disturbance was avoided.

INTERNATIONAL AND COLONIAL BANKS.—These banks were chartered very dishonestly, by a union between the ruling men and the men who want their offices. They suddenly broke down last October, have made no attempt at paying people, nor of explaining the causes of their failure. For one of them, Mr. Fitch, who carried it thro', was to explain. He is silent. The public have lost $300,000 to $500,000, and will find in the vault plenty of the dishonored notes, with which debtors have redeemed real loans. I have some special facts—but why is the Globe silent? Is it mesmerised? I would rather have taken stock than voted for these money traps. Are the farmers to have no recompense? Is chartered by act of parliament a license to cheat? Is this royal protection? No annulment of these acts form London. O, no!—Mackenzie's Message.

UNITED STATES ITEMS.

ROME AND CAPE VINCENT RAILROAD.—We learn that on Monday next, Jan. 23d, it is contemplated to make a change in the running of the cars on the Watertown & Rome R. R. The first train from the Cape will be a passenger train, and will leave at 6:30 A. M., and reach Rome about 11. The next train is freight, passenger car attached, leave the Cape about 3:40 P.M., and reach Rome between 12 and 1 at night.

The first train in the morning will then leave Rome about 8 A. M., it being a freight train with passenger car attached, and reach Cape Vincent 3:30 P. M. The next train from Rome is a passenger train, and will leave, as now, at 5 P. M., and reach the Cape at 10 P. M.

MONSTER STEER.—Wm. Lalor, a butcher in Centre Market, New York, exhibited yesterday in front of the Sun office, an enormously fat steer. He was raised and fattened by E. Haxtun, of Beekman, Dutchess County, N.Y. The steer, whose name is 'Union,' is a low grade red Durham, 7 years old, and has been fattened for the last five years. He stands 5 feet 9 inches high at the withers, girths 10 feet 5½ inches, and his present owner says that ten days ago he weighed 3,452 pounds; but since his arrival at Bull's Head has lost 24 pounds, making his present weight 3,428 pounds.

MORE TROUBLE WITH THE INDIANS.—St. Louis, January 17.—The Arizona correspondent of the Republican says, that notwithstanding the exertions of the military, the Apache Indians continue to commit wholesale depredations in the vicinity of Tubac and Toeson. Nothing has been heard from Col. Reeves' command since its departure, several weeks since, from Fort Buchanan, on a second expedition into Chahuahua. The Apaches recently made a foray into Mexico, killing twenty-one Mexican soldiers and taking several prisoners.

PEMBERTON MILLS.—THE KILLED AND WOUNDED.—The reports each day increase the number of poor, unfortunate souls who perished at the falling of the Pemberton Mills. In this, as in other sad calamities fatal to many, we hoped that the number killed was at first over-stated, but we are disappointed. The latest list of the killed and wounded is as follows:

Dead	99
Missing	107
Total dead	206
Badly wounded	109
Slightly wounded	199
Total killed and wounded	514

A CAUTION TO CLERGYMEN.—Rev. A. S. Finch publishes in the Brockport Advertiser a card of warning to the public, and his brethren, the (clergy in particular) against a woman whom he married early last fall, and who has since deserted and ruined him. He explains how his ruin was accomplished. Whilst attending the Brockport Camp Meeting, a woman small in stature, wearing specs, and professing in appearance, appeared, pursued him in a carriage, told him of her esteem and how much she was worth, and induced him to marry her. He consented, the knot was tied, and she, having accomplished his ruin, forsook him, probably to find another victim. Mr. Finch asserts in his card, that this woman had served two men, at least, in the same way before—one residing at Belleville, C.W.; the other in Wisconsin. The Wisconsin man she left in a destitute condition, with three children to provide for. Lest she may inflict similar outrages upon others of our sex, we give this much publicity in the statement. Clergymen, who may be single—susceptible to the influence of the sex—to the blandishments of fortune, should beware of females small in stature, prepossessing in appearance, wearing specs, pretending to the possession of great wealth, and who pursue men in carriages to effect their ruin!—[Rochester Union.

*** We don't very well understand how this clergyman is 'ruined.' If he was not legally married to her, where is the 'ruin.'

WIARD'S ICE BOAT.—Wiard's Ice Boat was put into successful operation at Prairie du Chien on the 11th inst., and proves a decided success. The trial trip to Lafayette, a distance of thirty-two miles, was made in 2h. 10min., returning in two hours and carrying twenty passengers. On the 12th inst., at 4 p. m., the boat left with a large party for Galena, instead of St. Paul, on account of their being less snow on the ice in that direction. Prof. Wiard hopes to make the trip from Prairie du Chien to Dunlieth in less than five hours. The inventor and his friends are greatly elated with the success of the Ice Boat, which will prove a new era in steam navigation. Orders have been given for the construction of another Ice Boat, which, when completed, will run between Galena and Prairie du Chien.—[Rockford News.

NOVA SCOTIA TELEGRAPH.—New York, Jan. 13.—At the annual meeting of the Nova Scotia Telegraph Company, at Halifax, on Thursday last, and after a laboured attempt on the part of Messrs. Cogswell, Morton, Moore, and other partisan directors to sustain the Board in its partiality to private speculators in the matter of the European news, the shareholders disapproved of the conduct of the Board by a decided majority, and placed new men in their places. The latter promptly evinced their sense of justice and their appreciation of the general Telegraph rules of the country by ordering the immediate abrogation of the contract between the Company and the news speculators, and also, instructing the operators at the Halifax and all other stations, to transmit all messages in the exact order of their delivery, thus re-establishing the old and just rule upon the Nova Scotia line, of 'first come, first served,' with which the press of the whole public are or should be perfectly satisfied. The first steamer's report, under the new arrangement, came through from Halifax direct last evening, and we presume all further European news reports will come through without unnecessary delay.

COST OF PREPARATIONS FOR WAR.—A Committee of the Virginia Legislature has reported that the cost of organizing and equipping a corps of 5,000 men, divided into five regiments of twelve companies each, with eighty men rank and file to each company, would be $148,342—and a larger number in about the same proportion.

The sympathies of good people in Chicago were last Summer taxed to the uttermost to sustain an Irish family, whose squalid and sickly condition was eloquence itself in appealing for charity. The city physician cured them all up, however, and to celebrate their renewed health, they sent out for a jug of whiskey, tendering a bright guinea in payment. Search being made it was found that they had been starving to death all summer with $1,500 in gold under the straw upon which they lay, and furthermore, that they had just bought a good farm in the suburbs, paying $590 for it in cash.

(From the Portland Advertiser, Jan 14.)

SAD ACCIDENT—DEATH OF CAPT. EVERETT.—We have to record a sad accident on the Grand Trunk Railway at Yarmouth about 4 o'clock on Saturday afternoon, which resulted in the death of the Road Master, Capt. Nicholas Everett. The facts as we learn them, are as follow: As the inward bound freight train due in this city at 4 35 o'clock was leaving the water station at Yarmouth, Capt. Everett got upon the rear end of a loaded platform car, next the tender, and passed along with the intention, it was supposed, of getting upon the engine, where he was accustomed to ride. The fireman looking up caught a glimpse of him just as he was disappearing behind the tender. The alarm was instantly given that Capt. Everett was under the train; the engine was reversed and the train broke up, but too late to save him. Nine cars passed over him, shockingly mangling and crushing his left arm and leg, and breaking in his side. Help was instantly obtained, and he was taken into the Station house, and thence to the St. Lawrence Hotel, where he remained until death relieved him from his sufferings. He lingered, at times in great agony, until about half-past 4 on Sunday morning. No blame can be attached to any one on or connected with the train. It was the result of a misstep on the part of the deceased. Capt. Everett had been in the employ of the company about 12 years, and for the last five years had occupied the responsible position of Road Master. He was a capable, faithful man, and had the confidence and esteem of the company and the employes on the road. He was 49 years of age, and leaves a wife and daughter, on whom this sudden bereavement falls with startling severity.

We learn that the distinguished comedian, William E. Burton, is lying very ill at his house in New York. His disease is of the heart, and has reached a point where the worst fears are entertained of the result.

POLICE COURT KINGSTON.

Wednesday, Jan. 18.

ROBBERY.

Charles Owen, a farm carpenter, of Wolfe Island, appeared to answer a charge of robbing Mr. T. J. Angel, money broker, last evening.

Mr. Angel, on being sworn, testified that last evening about 5 o'clock the prisoner came into his office to enquire for Mr. Briggs. At the time he was preparing to go home, and he took his bank book and money and put into a tin box and shut the lid down. Just then a couple of gentlemen came in to speak to him, and while conversing with them he walked to Mr. Irons' door through which he passed, but immediately afterwards returned and observed a book lying upon the counter which he thought he had placed in the box, and upon looking therein discovered that the money had been stolen. There was, witness thought, about $35 in cash, a draft upon New York for $40, and a certificate of deposit in an Albany bank for $66, placed in the book when it was put into the box. The box was not locked. The prisoner had gone out when witness returned. An instant search for the prisoner was instituted, and after some time he was discovered bargaining with Mr. Hance for a horse and sleigh to go to Cape Vincent. The money was found upon him, all but a $5 bill, which had probably been changed. Witness identified several of the bills as those stolen.

Policeman McDermot said he arrested the prisoner about half-past 7 o'clock while coming out of Mullall's, and brought him to the station house where the money produced was found upon him. The prisoner confessed to having thrown the book away, and promised to show where he had thrown it, but on going with a lantern and searching it could not be found.

Oliver Lee, a colored man, said that he found the book this morning under Mr. Doyle's wharf. The draft and deposit certificate were still in it.

The prisoner having nothing to say to the charge was fully committed.—[News.

ARRIVAL OF THE CIRCASSIAN.

St. Johns, Jan. 20.

The steamship Circassian arrived this morning, from Galway on the 7th inst., with two days later advices from Europe.

The news is unimportant.

The Liverpool Cotton market was active and firmer, but the brokers' circulars reports the sale of the week (five business days) 67,000 bales.

The Breadstuffs market had a declining tendency. Provisions were quiet.

Consols closed on the 6th at 95¼ a 95¼.

Providence, Jan. 20.

Mr. Elijah Brown, a man about 60 years of age, belonging to Pittsford, Vt., was killed at the station in this city this morning, by the train on the Hartford railroad backing over him. He was the father of Fayette Brown, Cashier of the State Bank in this city.

New York, Jan. 20.

The Herald announces the failure of Marshall Lefferts & Bro. Liabilities believed not extensive.

The Jerusalem correspondent of the Boston Traveller says that Prince Alfred, Queen Victoria's second son, who is midshipman in the British Navy, while in the port of Jaffa, received a severe thrashing from a brother middy, whom he had insulted; and it is related of him, greatly to his credit, by his brother officers, that after his defeat he begged the victor's pardon for having commenced the quarrel.

On Sunday evening, Dec. 11, Trinity church, Chatham, was much crowded in consequence of the announcement that the Rev. Mr. Taylor, a negro clergyman, and a native of Africa, would preach a sermon, the novelty of a colored clergyman occupying the pulpit in an English church attracting a large congregation. The Rev. gentleman's sermon was delivered with considerable eloquence, its matter giving proofs of a cultivated mind. He is about to return to the interior of Africa, to be employed in missionary labors.

CULLS FROM ENGLISH PAPERS.

LOSS OF THE 'INDIAN.'—BOARD OF TRADE ENQUIRY.

An official inquiry, directed by the Board of Trade, was commenced on the 29th, at Liverpool, before Mr. J. S. Mansfield, the stipendiary magistrate, and Captain Harris, R. N., nautical assessor, into the circumstances attending the loss of the screw steamer Indian, belonging to the Montreal Ocean Steamship Company, off the coast of Newfoundland, while on the voyage from Liverpool to Portland. Mr. O'Dowd, solicitor to the Board of Trade, conducted the case on behalf of the Government; Mr. Aspinall, barrister, appeared on behalf of the owners of the vessel.

Mr. O'Dowd opened the case, and after describing the vessel and her equipments, he gave a short account of the manner in which the steamer was lost, and reflected severely on the conduct of the inhabitants on the coast in their treatment of the shipwrecked passengers. Captain Smith was then examined. Mr. O'Dowd in adverting to some statements he made on Thursday in reference to the ship having been plundered, said that efforts were being made by the Colonial Legislature to bring the perpetrators of the dastardly outrage to justice. The only witness examined was James Stewart, the first officer of the Indian. His evidence was in every point a corroboration of that given by the captain the previous day, and, as Mr. Mansfield expressed himself at the close of the proceedings, proved that every effort had been made by the captain and officers to insure the safety of the ship and the lives of the passengers. The witness gave it as his opinion, that the ship was lost in consequence either of currents which run in a contrary course to that laid down on the chart, or to inaccuracy of the soundings laid down. The inquiry was not closed when the steamer sailed.

DREADFUL SHIPWRECK IN THE CHANNEL.—SUPPOSED LOSS OF FIFTY LIVES.

On Friday, a number of casks were picked up near Calais, bearing the name of 'Blervie Castle.' Further particulars have since come to hand tending to confirm the fear that the Blervie Castle, which left the Downs on the 17th instant for Australia, has been lost. It is thought that she must have gone to pieces, as four barrels, marked 'Booth, London,' which have been landed at Calais, were known to have been stowed at the bottom of the hold of the ill-fated ship. The Blervie Castle, which was one of the fleet of Messrs. Dunbar, of Limehouse, was a very fine ship, and was built two years ago. She was chartered for Adelaide by Messrs. Grierson and Tweedale; and when she left the Thames she had 22 passengers on board. Eighteen other passengers were to join the ship at Plymouth. The crew consisted of thirty-four hands, including the officers. The Channel pilot took charge of the ship when she sailed from Gravesend on the 15th instant, and proceeded through the Downs with her, and left her off Dover on Sunday evening, when all appeared well with her, and she had a fair wind to her course down Channel. It was expected that she would reach Plymouth about Tuesday or Wednesday, but nothing more was heard of her. Towards the close of Tuesday the wind shifted round to the north-north-west and blew a terrific gale, with heavy snow, the pilots who were out describing it as an awful night. It is supposed that the ship must have got some distance down the Channel when she encountrd the gale, and whether Capt. M'Hardy, who bears a high character for skillful seamanship, attempted to run back or hold on by beating about, and was driven back by the force of the tempest, is a matter of conjecture. It is quite evident that the ship got back to the eastward of Dungeness in the more narrow portion of the Channel, where both the English and French coasts are most prominently lighted. It is, therefore, exceedingly probable that the dense snow which fell during the night entirely shut out those beacons from view, and that Captain M'Hardy was not aware of his situation. It is thought that she was lost either on the Varne or the Ridge, two shoals which stand in the centre of the Channel almost in a line with Folkestone and Cape Grinez. The Varne extends some four or five miles in length, extremely narrow, and has not more than a fathom and a half upon it at low water, while all around it are soundings at 12 and 17 fathoms. The Ridge is near the French coast, a long and narrow shoal, and like the Varne, has deep water round it. The general impression is that the ship struck upon one of these shoals, and after heavy beating, went to pieces; and sinking off sunk in deep water. It may be stated that she was fitted with ample boats to save all hands, but in such a sea as prevailed that night it is very doubtful whether they could have outlived it.—[Manchester Guardian.

THE ALLEGHANY AFFAIR.—The inquest is closed. Major Finch, in command of the 2nd battalion of the 24th, said the ammunition had been examined, and 32 rounds found deficient. Fourteen of the muskets taken from his men were found loaded; others had been fired. The jury found that the deceased militiamen were killed by some persons of the 24th regiment, but by whom there was not sufficient evidence to show, and they exonerate the Tower Hamlets Militia so far as to express an opinion that no shot was fired by them.

Arrivals at the British American Hotel.

Jan. 20.

A. J. Maxham, Quebec; L. J. Sevey, Montreal; J. Carlisle, do; R. W. Warren, do; A. Soymes, Sherbrooke; R. Blakely, Prescott.

Arrivals at Irons' Hotel.

Jan. 20.

S. Bulford, Cape Vincent; Capt. J. Miller, do; R. Frost, Smith Falls; A. L. Stone, Cape Vincent; D. Johnson, ——; G. W. Warren, Cape Vincent; Miss Forsyth, do; Wm. Gunn, New York; F. Spence, Ottawa; A. A. Alderick; W. Orlor; F. C. Mills, do; J. Y. Whitton, New York; J. Baillie, Montreal; M. S. Clark, Oswego; D. S. Warner, Wilton; N. Hicks, do.

MARKETS.

New York, Jan 18, 1860.

Flour receipts moderate; sales 5000 bls; State and Western dull and scarcely so firm; State $5,20 to $5,25; Extra State $5,30 to $5,45; Round Hoop Ohio $5 70 to $5 85; Common to good Extra Western $5 30 to $5 50; Southern unchanged; Sales 600 bls Mixed to good $5 60 to $5 75; Fancy and Extra $5 80 to $7 25; Canada firm; Sales 300 bls Extra, $5 70 to $6 65.

Wheat dull and drooping; Sales trifling.

Corn quiet and unchanged; Sales trifling.

Oats dull; Southern and Jersey at 40c to 42c; Northern and Western 42c to 46c.

Pork firmer; Sales small; Mess $16 37; Prime $11 62.

Lard dull; Sales 50 bls at 10½c to 10¾c.

Fresh Pork in Boston, per hundred, 7½c to 8c.

KINGSTON IMPORTS.

Jan. 20th.

Sleighs, Cape Vincent—1 keg molasses, H. H. Meredith; 1 pkg, W. Pennah; 1 box, Ontario Mills; 1 box, 1 pkg. books, F. House; 1 box, H. Allen; 1 box oysters, A. Phillips; 1 box oysters, G. W. Fickie; 1 pkg. sample teas, W. Martin; 1 pkg, J. Wilson; 1 pkg, D. Denvil; 4 bales bags, J. P. Larkin; 1 church bell, Rev. H. Sharpe; 2 pkgs. goods, W. J. Beggs; 10 bls pork, H. B. & Co; 1 box, Northrup & Lyman; 1 box, 1 sack oysters, A. Phillips; 1 box, 1 sack oysters, John Winter.

EPILEPTIC FITS.—What can be more painful than to witness the sufferings of one