ISLE OF SERPENTS.—Our recent advices from Europe have made frequent mention of the Isle of Serpents as a place about which there is considerable dispute and difficulty, and as, perhaps, the circumstances which render it interesting have not been retained in the recollection of all our readers, we will bring the facts again to their notice. They are, perhaps, sufficiently explained by the following extract:

"Among the articles contained in the Treaty of Paris was one stating 'That the Act of the Congress of Vienna relative to river navigation, is applied to the Danube and its mouths, and its freedom becomes a part of the law of the empire,' and for the purpose of carrying this into effect, France Austria, Great Britain, Prussia, Russia and Turkey agreed that a delegate should be appointed by each to put the river in a navigable state from Isatcha to Tza. Each of the contradicting powers is allowed the privilege of stationing two small ships at the mouth of the Danube. The islands which are situated in this point of the river, and which command its navigation, are claimed by Turkey; but during the war, were in possession of Russia, which still retains one of them, called the Isle of Serpents, and from which it is alleged, she refuses to retire. This island or islet is situated twenty-three miles east of the delta of the Danube. It is reported to have possessed, in antiquity, a temple in honor of Achilles, after whom the island was also named. The temple is gone, but in its stead is a structure of more practical utility in modern days—a lighthouse—and the island itself has obtained a more wide-spread celebrity in these later times, than it ever did from the fabled hero of Homer. The news by the late mail from Europe is to the effect that the pretensions raised by Russia with regard to the Isle of Serpents, have been abandoned. Russia, it is said, has given way, and the island will again become a possession of Turkey."

The London *Prototype* informs us, that as the night mail from Chatham was coming east, on Saturday last, the 15th inst., a woman with her child attempted to pass from one car to the other. By some unforseen circumstance, the child escaped from its mother's arms, and slipping off the platform, fell through between the cars, the wheels of which nearly severed the lower limbs from the body, they being only united by a small strip of skin. The child soon expired. On arriving at London station, it being found that the family wished to return, a free pass home was granted them. Another version of the accident states that a railway official [obliged the woman with her family to remove, while the train was in motion, from the first to the second class carriage, for which department she had only paid. While one of the children was in the act of crossing the balconies, he fell down, and was crushed as above stated.

A MODEL MAYOR.—The Louisiana Courier has the following not very flattering notice of the Mayor of New Orleans:

"The sleek and spruce little mock dandy, who has, so unfortunately for himself, been elected mayor of this city, by the force of brass knuckles and sling-shot, is said to be terrified and crushed under the weight of condemnation which he, or the ruffians who pull the strings which move him, have brought upon his head. Men most disposed to palliate his conduct say that he ought not, in fairness, to be held responsible for his actions; that he is constitutionally timid, lacking both physical and moral courage; that he is held in the palm of the hand of the organized band of ruffians and jail birds who elected him to office last spring, and that he dare not make an appointment, write a line, or say a word without their consent or approval. They say that his illegal warrants against the Courier and the Charity Hospital, his base and sneaking violation of Lieut. Freman's word to the Courier, and his undeniable connivance at the infamous Thuggeries of the 4th inst., are forced upon him by the gang of bloodsuckers who raised him to power, and who permit him to live only for their own purposes. They say that he is in continual terror of his little life, and obeys the orders of his former bullies and present masters, by the irresistible force of his native cowardice, and of his terrible bond of common criminality with them."

The Montreal *Transcript* learns that the sentence of death pronounced upon Marooney for cutting his wife's throat, and Gallagher, the soldier, for attempting to poison a servant girl with croton oil, have been commuted to 5 years' imprisonment each. Marooney's wife, who has been in constant communication with her husband since his trial, visiting him daily, was, it is said, principal supplicant for the commutation of his sentence.

FIRE AT VIENNA.—On Wednesday night, Nov. 12th, the village of Vienna was again visited by a severe fire, which resulted in the complete destruction of the chapel belonging to the Episcopal Methodists, and the Temperance Hall. The fire is supposed to be the work of an incendiary, and a reward of £100 has been offered for such information as may lead to a conviction of the offender.—*London Free Press.*

A CHILD DROWNED IN A CISTERN.—On Thursday evening last, a little boy, a son of Mr. Hugh Hogg, Carpenter, aged about three years, was playing in Mrs. Murray's yard, on St. Paul's Street, and the trap of the cistern being open, he, by some unfortunate accident, slipped in, and was drowned. The body was not recovered for some time after the accident.—*St. Catherines' Paper.*

'Abuse him not in word,' says Don Quixote to Sancho, 'whom you are resolved to chastise in deed.' This aphorism is clearly stolen by the Don from the antedeluvian story of the negro sailor who, being strapped up for the lash, cut short a prefaratory homily by saying, 'If you preachee, preachee; or if you floggee, floggee; but don't both preachee and floggee, too!'

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The Daily News.

SATURDAY MORNING, NOVEMBER 22.

The Toronto papers are again mooting the project of constructing a canal passage from the lake to the city across the peninsula. Those unacquainted with Toronto may not be aware that a narrow belt of sand extends for some miles along the front of the harbor, causing vessels from the eastward to make a long detour before entering the harbor, and of course much detention of time. The Grand Trunk Railway freight depot lies to the east of the city at the river Don, and therefore it becomes a matter of importance to shorten the passage to the lake as much as possible—the more so as nineteuths of the freight from Toronto has an eastern destination. Should this desirable project be carried out, vessels from the westward may pass by the natural channel into the harbor, receive or discharge their cargoes, and pass out by this new eastern channel, or vice versa, and save a distance of from fifteen to twenty miles, a very important consideration.

RESIGNATION.—Hugh C. Baker, Esq., of Hamilton, has resigned his post of Vice-President in the Hamilton and Port Dover Railway Company, and at a meeting of shareholders, held in Hamilton, on Thursday, Geo. W. Burton, Esq., was chosen in his place.

The Detroit Free Press says a game of 'brag' was played in that city a few evenings since, between a sporting Detroiter and a 'travelling gent,' in which the former came out winner of $9,000.

ROBBERY.—The house of Mr George Disber, St. Catharines, was broken into last Sunday and robbed of $320 in gold, while he and his wife were at church.

The Leader of Thursday tells us that the attempted glorification to be given on Wednesday to Mr Scatcherd, M.P.P., in West Middlesex, has turned out a complete failure. The tables were turned on the Clear Grits, and instead of being glorified, Mr Scatcherd was called upon to resign! The ministry subsequently received a vote of confidence, while Mr Brown and Mr Scatcherd were about being burned in effigy when its despatch left.

A new locomotive, named 'Shem,' has been built at Hamilton, the first constructed there, and the Hamilton Spectator boasts considerably of its first performance. In Kingston some six engines have been manufactured at the Ontario Foundry and put on the Grand Trunk Road, but no fuss has been made over the matter, although they are more efficient and powerful than either the American or English ones.

The largest mirror plate ever imported into the United States has just been put in the barroom of the St. Nicholas Hotel, New York. The plate is seven feet wide, eleven feet high, and half an inch thick. The original cost and the cost of importation was $1,200; the frame and putting up $200; making altogether $1,400.

A telegraph from Washington states that Captain Hartstene, in command of the English bark Resolute, has been fully instructed by the Navy Department relative to the course to be pursued by him in the execution of his trust; he takes out a letter to Lord Clarendon from the State Department, enclosing the joint Resolution of Congress for the purchase of that vessel from the American crew who found it; and presentation of it to the British Government; and expressing the gratification of the administration on behalf of the people of the United States, in tendering this token of the friendly feelings by which the country is actuated. The time for this national courtesy is considered to be opportune, in view of the settlement of the Central American question.

The Detroit Free Press, of Saturday, says the schooner Queen City, then loading with wheat at that port for Oswego, while off Sodus, Lake Ontario, some two weeks since, collided with the schooner Eagle Wing, carrying away her jib-boom and head gear, and injuring her cutwater. The Eagle Wing lost her mainsail and main rigging, and broke in her planking. She was bound to Chicago.

High prices prevail in Boston. The Journal says: Farmers' produce, of all descriptions, commands high prices in this city now. Potatoes sell at retail to consumers at $1 a bushel; apples at $1 to 1,50, and scarce at that; turkeys and chickens 16 to 22 cents per pound; corn and turnips, &c., are high; beef costs 12½ to 18 cents per pound, according to quality; butter 25 to 30 cents; eggs in proportion. These high prices are hard on working men and mechanics, who earn their subsistence by their labor.

DIRECT TRADE WITH EUROPE.—The success of the voyage of the Dean Richmond from Chicago to Liverpool, having demonstrated the practicability and profit of the St. Lawrence route, business men are disposed to follow up the experiment. Messrs. Cameron, Barry & Co., foreign marine brokers in Chicago, advertise for two vessels for Europe, one to load lumber on Lake Huron or Lake Erie for a port inside the Straits of Gibraltar, and not higher up than Valencia, with return cargo of fruit and wine, direct to Chicago; the other to load at Chicago or Milwaukie, for the United Kingdom, immediately on the opening of navigation.

A WHOLE VILLAGE LOST!—The village of Bezaudun, in Vaudois, was built on the side of a steep hill, over which ran several small streams, but which were only violent in times of freshets. Unknown to the villagers, these streams had also a subterranean passage in the hill, through which they had been working for some time, until coming near the base of the hill, they were stopped by impenetrable soil, upon which the water began to press, and on the 31st of May the village was bodily moved, breaking and throwing down the houses, but so slowly that it continued for twelve days before it was totally destroyed, previous to which the villagers escaped with the loss of all their property.

Postage stamps, which are now so extensively used throughout the world, were invented by a Swede named Trekenber, in 1822.

DEPLORABLE ACCIDENT, AT A TURKEY SHOOT—BOY SHOT.—A sad accident occurred in the town of Houndsfield, Jefferson county, on Friday last. There was a "turkey shoot" at what is called the "Halfway House," between Watertown and Sacketts Harbor. A boy by the name of Martin put the turkeys on the bench to be shot at; the shooters shot from the ball-room window of the hotel; and the boy had but adjusted one of the turkeys on the bench, and stepped back, when one of the men by the name of John Stewart, stepped forward to the window and fired at the turkey. The ball passed through the boy's temples just back of the eyes, cutting off the nerves of the eyes. The boy is not yet dead, though his recovery is very doubtful. Should he live he will be blind for life. Mr Stewart thinks the ball from the rifle must have glanced, while others think he mistook the cap on the boy's head for the turkey.

A letter dated Havana, Nov. 1, says:—"An American barque, I am sorry to say, landed a cargo of six hundred African slaves last Sunday week, at La Punta de Teja, some little distance above Cardenas, near the Rio de Palma, I believe. They were taken in the sugar estate of Senor Don Gregoria Menendez, of whom Senor Don Leon Manbartu is the procurateur-attorney, Senor Menentez not being in this island. General Concha, it is said, received three ounces—$51—for permitting each of these six hundred negroes to be landed, and his deputies one and a half ounce—$25,50—for each negro landed."

A Calcutta correspondent of the London Times gives an account of a great freshet on the Indus. After giving some details of the immense loss of property, the correspondent says that "the loss of life has not been in proportion, four or five thousand villagers not counting for much in India, but the destruction of property is incalculable."

A St. Louis paper says:—It is incredible the amount of gold that has been poured into Kansas, from all parts of the country in view of the sale of the Delaware lands. We are sure that not less then $100,000 have been sent to Leavenworth by the St Louis brokers alone

Philadelphia, Nov. 18.

A notice was posted on the Lancaster Bank door, this morning, stating that, in consequence of the run on the Bank and of the refusal of the Philadelphia Banks to take its notes, the officers found it impossible to meet their liabilities, and were forced to close the Bank. They also state that their assets are sufficient to meet their circulation and deposits.

This suspension occasions general surprise here, as the ability to meet all of its liabilities was generally conceded yesterday.

The St. Catherines Post, of 14th inst, says that the President of the Port Dover and Thorold Railroad Company received a letter from the Hon. W. H. Merritt on Tuesday last, in which that gentlman stated that he had succeeded in getting all the stock for the road to Port Colborne taken up,—that the iron had been purchased and had been consigned to R. Irvine & Co., of New York, by whom it would be shipped to Oswego as soon as possible.

New York, Nov. 18.

Dispatches just received announce the China Bank of Maine thrown out by the Suffolk Bank of Boston.

Dispatches from Louisville also counteract the report of the failure of the Bank of East Tennessee, at Knoxville.

Rougeism---What it is.

[From the Montreal Commercial Advertiser.]

The following is the first of a series of articles from *Le National*, one of the most moderate of the Rouge organs, published at Quebec, on the subject of the late elections for the Legislative Council. We trust that the Clear Grits of Upper Canada will like the flavor of the principles of their Rouge allies.

Translated from Le National, Quebec.

Now, when all is finished, when the noise created by the electoral contest has subsided, and when the people who came for the first time to put in practice a law written in their own blood, have retired to their hearths, it is our duty to examine the result of these elections, and to establish as nearly as it is possible to do, which of the two parties struggling in our country, is that upon whose head the conqueror's laurel should be placed, or the crown of holly, which was formerly bound on the brows of the vanquished.

In these last elections, two questions, old, burning, having their day of origin as far back as the conquest of Canada by England—two contrary principles which have never for one hour ceased contending, and which will never abandon this struggle until one shall be forever overthrown—have been prominently visible.

The one represents the English influence which, cunningly established at the outset by tyranny and proscription, has sought to introduce itself into all our social organization, to change our laws, to alter our customs, to destroy our language, to efface the characteristic traces of our nationality, to transform us at last to its own image. This principle has spread its roots everywhere; it is the breathing spirit in everything—in the banks where it commands commerce—in the sending of an English Governor who controls, according to his own will, the legislation of the country—in certain foreign corporations by which our roads, our canals, our railroads, and all our public works are monopolized.

Its history is brief but sinister and full of rascalities and plunderings. The bridges of boats placed upon our river near Quebec, into which they cast upon slight suspicions, without form of law, multitudes of our respectable citizens, and left them to perish there of hunger and cold, commenced the catalogue of injustice and crime to which this principle gave birth.

DuCalvet, that energetic and persevering upholder of our rights, was one of its first victims.

The request of the Tories of 1795, which demanded a constitution, and desired that none but Protestants should be allowed to vote in the election of Members, was one of its consequences.

The Haldimands and Craigs were its powerful servants.

Provost who, because he had acted with a little more justice towards the Canadians of whom England had yet need to defend the colony, was accused for this conduct of the crime of high treason, is a proof of the hatred which this principle vomited against us. The impunity with which those of British origin plundered the public funds, the grants of vast tracts of lands made to its favorites, the denial of justice of every kind in our favor, were the manifestations of order and good faith which it brought to the hearts of the conquerors.

And afterwards, when this principle had filled the measure of justice and provoked in 1837 and '38, the population to resistance, the hangman was its right hand, the archangel of its justice. The act of Union was its means to save, at the expense of Lower Canada, the Upper Province from bankruptcy; Responsible Government, this rude mechanism here, *beau ideal* in politics notwithstanding, of these short sighted people and men for sale, was its work of partiality, its special means of completion, to pollute with places of honor miserable felons, and to make the temple of the law a loathsome market, where conscience and human reason—these two signs of immortality—might be trafficked for money. Lord Metcalfe was the principal commentator of this system.

And to show what we have done with it, that it possesses a great power which must always be taken into consideration; this principle placed in 1849 into the hands of those whom it animated, the incendiary torch which reduced our archives, and the Parliament buildings at Montreal, to ashes. By its victorious and unchecked power, the representatives were driven from their halls, because they had rendered a half measure of justice to the unfortunate victims of the bloody dictator Colborne, and his craven soldiery.

This principle is toryism. The party which proclaims it is one composed, for the most part, of misguided men, among whom is found a crowd of traitors, attracted by the garbage of office, retained by the hope of profitable speculation, and made to speak against the interests of the country, in spite of the murmurs of their consciences, if by chance they have any left—a species of miserable wretches, among whom, we are ashamed to say, there are many French Canadians who began to cover themselves with ignominy, by wearing the loathsome uniform of volunteers, and continue their part to-day in another and more profitable manner, equally infamous and less dangerous than when formerly they had their inoffensive sabres at their sides.

This principle, in short, is that of the present administration—it is its influence which penetrates and surrounds it to maintain the act of Union, which endeavors to fasten power to itself in spite of parliamentary majorities against its acts, forces many of our compatriots without courage and political integrity to relinquish their most sacred beliefs, to vote against the liberty of conscience, to legalize Orange and all secret societiess, which seeks, and find, too easily, pretexts to descend into the streets with motives of disorder, to assassinate those of different origins, religions and political sentiments.

Messrs. Cartier and Cauchon are the extreme members of this party of our countrymen in the Assembly. Now, the most terrible contempt, the most deserved unpopularity, weighs upon the heads of these two revolutionary men, who once possessed liberal principles—traitors to our race, hand in hand with hangmen, ashamed of their principles, now nothing but cupidity and ambition actuates and tarnishes them.

We have said that these two warring principles have been prominent in these last elections, as much as they have been hitherto, and will be in future.

The one represents, as we declare it, British influence and the abasement of French Canadian nationality. The other seeks the contrary, and tends to give, in laboring to preserve our national institutions, a proper character and desire to draw to it those who come to seek a new country on the soil of America, and to unite them in the same ideas of liberty and progress under one banner.

This principle, represented by all that the country has produced, remarkable for the triple qualification of patriotism, honesty and genius, counts in our history nothing but days of sadness, sacrifices without number, noble and holy victims, whose outpoured blood formerly tarnished the festivals of proscription, and to-day renders fruitful the sentiments of fraternity and justice.

But if this regenerating principle has not yet seen power fall into its hands, if it has not yet instilled into the breast of any Administration the sacred fire, the enthusiasm which ennobles, the conviction which makes honest, purifying the corrupt and vicious atmosphere of authority which it possesses, it has had, in requital, for the meantime, its epochs of brilliant and glorious triumphs, and its flag has often floated over the ruin of pernicious institutions.

This principle, in short, tends to establish that governments ought not to exist but by the people, requires the complete and pure expression of its will, because power is made only for its service, and from its good or evil exercise it derives: fortune or disaster, glory or shame, healthful existence or convulsions of agony.

Its mission is to unite with it all the different origins and States of N. America, for union will make them increase in civilization and greatness; it is to unite, we say, all origins, and to make of all those families which preserve their customs and remembrances, carried from different cradles, one and the same family, of which the aspirations, the labors, the strong intelligence, shall unite to thrust out and destroy foreign influence, and to establish a common country, happy, powerful and free.

This is, then, our definite aim. This principle is that of a wise and moderate democracy; it is that of life and health for us.

Ocean Steamers.

INTERESTING STATEMENTS ON THE WAY TRADE IS PROCURED.

(*From the Boston Post.*)

If we wanted more instances illustrating the fluctuations of trade than we have given, they could be readily cited. The American traffic with the port of Bremen, and the states of the Zollverein, has doubled within a few years. The imports from the Zollverein in 1852, amounted to $15,556,540, and in 1855 to $20,949,566. The indirect trade (imports) from Switzerland to America, through the German states, in 1853 was $5,592,984, and in 1855—two years later—it was $7,778,132, showing an increase of nearly twenty per cent.; or about a million dollars a year.

A striking instance of the creation of a vast traffic from small beginnings, is seen in the trade between Great Britain and the west coast of Africa. A very few years ago—probably less than fifteen—palm oil, in the west of Africa, was worth a dollar a gallon, and a late account from that region says not one thousand gallons left the country in a year. Now the traffic in that article with Great Britain alone, amounts to 700,000 gallons a year, at an average of 33 cents a gallon. For lubricating machinery, particularly in steam factories and on railroads in Great Britain, this oil is used more than any or all other articles, being both cheaper and better. There is now a monthly line of steamers from Southampton to the west coast of Africa, the Madeira and Canary Isles; Bristol has 54 ships in the trade with that coast, Liverpool 35, and the entire number from Great Britain—both steamers and sailing vessels—is not less than 100. Some of these are ships of 1000 tons burden. President Roberts, of Liberia, says twenty shiploads of palm oil go from Monrovia every year. The African trade with Great Britain is very large, and largely increasing; with us it is very small and constantly decreasing. Nearly every article of imported goods in that country—including large quantities of the coarser cotton fabrics—are furnished Liberia by Great Britain; and yet the United States contributes the population—the emigration—and has, on every account, the heaviest interest in the trade and prosperity of the colony.

No commercial fact is better known than that a large trade will often flourish where a small traffic will not. If a British cutler wished to engage in the manufacture of knives, and other edged tools, he would undoubtedly consult his interest by establishing himself in Sheffield. This is the great mart for that trade, and there all purchasers go. Were he at Hull, or Newcastle, or even at Manchester, he would be comparatively out of the market. In travel and the carrying trade between the different places a frequent traffic will often be found profitable where a less frequent conveyance will not pay expenses. When there were 4 deliveries of letters in London in a day the amount of mail matter was inconsiderable, and the profits very small; now there is a delivery every hour, and the number of letters is about a hundred millions annually, with a clear profit of nearly one million dollars. If there was a very large amount of travel and of goods traffic between the Mississippi valley and Great Britain, and that traffic all passed over the Baltimore and Ohio Railroad, through Baltimore and Philadelphia, to and from New York, would the Baltimoreans be able to intercept that traffic by establishing a line to Liverpool or Southampton, to sail once in one or two months? Certainly not. As well might we expect that a line of omnibuses in Broadway, New York, or in Washington street, Boston, would secure the entire travel by departing once in two hours. As well might we expect that an air-line railroad from Boston to New York would compete successfully with the Fall River and Stonington steamers by having the cars leave only once a week.

No. A steamship traffic to compete for the trade and travel of a nation, or any considerable portions of it, must have regular and frequent departures and make rapid journeys. Boston cannot carry off the trade of New York. It can, however by a wise policy, secure its own legitimate share of traffic. With a weekly line of steamers to Baltimore we find we can get a fair share of the trade of the west, and in point of time and cost, supply Kentucky, Indiana, Ohio, Illinois, Missouri, Iowa, and other states on equally advantageous terms with New York. For the foreign trade and travel of New England, northern New York, Michigan, and all of Canada, Boston has decided advantages over New York. Does a Bostonian, or a man from Maine, think of going to New York to take a steamer for Europe? On the contrary, the fares being twenty-five dollars less from Boston to England than from New York; and the same difference on a return voyage, while the cost of travel between this city and New York is only five dollars; there are substantial reasons why travellers, not only from New York, but from localities south or west of that place, should and do come to Boston as a point of embarkation, rather than embark at New York.

We are not croakers. The instances that we have quoted of trade leaving certain places, are not given to prove that Boston is going the same road. On the contrary, the unmistakable evidences of prosperity that we have shown by contrasting its trade with that of other places, exhibits the commerce of Boston in an enviable position. But we think it must be evident that we have not made the most of our position. The trade of a place may be good, very good, and may by little and little fall away, till, like a patient in the last hours of a lingering illness, the strength has gone never to return.

"A thousand years scarce serve to form a state
An hour may lay it in the dust;"

and this is true in other respects as well as in nations. We are yet in the infancy of our ocean steam navigation. Once let the travel, the mail traffic, the specie and the valuable parcels, get to flowing in one great thoroughfare, and, we may as well hope to see the Mississippi empty its waters into Massachusetts Bay, as to see it change. We have now a moderate amount of the foreign travel through Boston, but not enough. According to the official record of the number of passengers, natives of the United States, who have landed in the different American ports, there were, from 1830 to 1840, an average of 4096 each year, and from 1840 to 1850, an average of 4592, and since 1850 an average of 29,936 each year. With this increase of wealth and the opening of new channels of trade, grows the desire to travel. It will be but a very few years before the number of American travellers going abroad each year will be over a hundred thousand. It is but a common place truism to say that goods traffic goes, to a great extent, in the same channels with travel and postal intercourse. To say that five hundred or eight hundred thousand dollars paid annually to a New York line of steamers for carrying the mail to Europe is not a direct aid to the commerce of New York, would be saying what few would believe. It is useless to attempt to create a trade in unnatural channels. That the most direct highway for mails, passengers, and parcels between Europe and this country is through New Orleans, no one believes. But is New York the only channel or the most advantageous one? We shall endeavor to show, in our next, that Boston has advantages that New York never had nor never can possess.

ARRIVAL OF THE NIAGARA.

Halifax, 20th Nov., 1856.

The steamer Niagara from Liverpool arrived. The steamer Persia from New York reached Liverpool at 7 P.M. on the 7th. The Washington sailed from Southampton for New York on the 5th.

GREAT BRITAIN.

Lord Palmerston delivered an address on education before a large assembly, in Free Trade Hall, Manchester. He also made two speeches in favor of his foreign policy, and then went to Liverpool, where, in an address to him by the President of the Board of Commerce, the following passage occurred:—"It would not be doing justice to the commercial community of Liverpool were no mention made of that question which most deeply affects it—the late difficulties or threatened differences between this country and the United States. There is, my Lord, but one expression of feeling amongst us as to the manner in which your Lordship, and Her Majesty's advisers, settled that question. You not only consulted the dignity of this country, but in spirit and fact satisfied all the interests concerned. My Lord, for that we feel deeply indebted to your Lordship and Her Majesty's Government."

To this Lord Palmerston replied with considerable embarrassment of manner—"I was sure, gentlemen, that the policy which we recently accepted in our difference with the United States must meet with your approbation. We felt that while on the one hand, in order to maintain the dignity of the country, it was necessary to show that even the calamities of war between these neighboring races would be encountered if there was a necessity for it. We felt that while it was necessary to show this we ought to waive all minor and party considerations; that we ought not to take advantage of circumstances which might perhaps have justified the expression of angry feeling; that it was more dignified to look to what we believed to be the friendly feelings of the great mass of the people of the United States, than to take too much notice of the circumstances in a narrower sphere that might perhaps have justified feelings of irritation. The result has fully borne out I think the wisdom of this course. I am sure that in proportion as your enterprise is developed, in the same proportion we may look to cementing permanently those ties of friendship and good will which exists and ought to be perpetuated between the people on the two sides of the Atlantic."

In Lord Palmerston's speech at Manchester he used the following expressions, which have been the subject of much remark:—"I hope the peace will be lasting, but its endurance must depend on the fidelity with which its conditions are fulfilled. If that power which provoked hostility faithfully carried out the treaty, then no doubt peace would be long preserved."

On Thursday evening, the 6th inst., the Directors of the Bank of England held a protracted sitting, in the course of which they deliberately considered the expediency of making a further change in the rate of discount with the view to improve the exchanges and to arrest the combined outflow of gold on the continent. The withdrawal of a considerable amount during the last few days and the certainty that the demand must continue, unless it be interrupted by large arrivals from Australia, are understood to have engaged the attention of the Court; and the resolution not to make any change for the present was arrived at by a majority of only one.

The British Government advertises at Lloyds for a ship to convey some hundred emigrants to Nova Scotia, it being the intention to grant free passages to laborers and their families to that colony.

FRANCE.

The condition of the Bank of France shows no improvement.

Rumors continue of a probable modification in the Ministry.

M. Persigny's visit to the Emperor is connected with these rumors.

The event of the week is a semi-official editorial in the *Constitutionnel* on the question at issue between the French and English Governments. This article speaks plainly, and says—"The presence of the naval squadron of England in the Black Sea, or the Austrian troops in the Principalities, are henceforth only an arbitrary and violent means of preventing a solution of the difference which Russia has been the first to propose, in offering to submit the question to its natural judges. It decided rather to have recourse to arms! Is war again declared? Does the English ministry wish to enter again upon hostilities without France? Not certainly to ensure the execution of the treaty of Paris, but imprudently to rend it to pieces in the face of the world, with the object of satisfying an ambition that had been for the moment disguised. We repeat that it now depends upon the cabinets of London and Vienna to put an end to the pending dispute, and to terminate the anxieties to which the present situation subjects us. Let them consent to the re-assembling of the plenipotentiaries without making arbitrary and inadmissable exclusions,—a convention of exclusions which would completely change the character, and be an additional breach of the treaties. Let us add, that if a peaceful solution is desired, this is the only proposal for that purpose which can decently be made."

"It has been rumored in Paris that the French fleet was about to proceed to the Black Sea; this, however, is not certain. The fleet may perhaps leave Tonlon, but it is not possible it will go so far. Should it go to the Black Sea it is difficult to suppose that its object could be co-operation with the British squadron.

SPAIN.

A plan of finance will be laid before the Council of Ministers without delay.

Nothing is yet decided as to the creation of a Minister of the Colonies.

The law of the press, requiring a heavy deposit of surety-money from Editors, was re-established.

A meeting of political notabilities had been held in the house of General Prim, for the purpose of reorganizing the Progressista party. Result not known.

The Espana, a ministerial paper, decries the Anglo-French alliance, and recommends the alliance of Spain with the Northern Powers.

It was said that despatches received by the Government from Rome represented that the negociations about to be entered into by the Holy See would be conducted in a friendly spirit by the latter.

ITALY.

Respecting the Neapolitan difficulty we have nothing more definite than the following from the Paris Patrie:—The Neapolitan difference, we may believe reports published by the Belgium journals, are upon the point of entering a better phase; and although the King of Naples, it is said, has ordered his representatives in France and England to demand their passports as soon as they should be informed of the return of Baron Brunow and Mr Petre, we thought an arrangement will be come to by the friendly interference of the Russian Minister at Naples. We shall soon know what we may expect on this subject, for a manifesto from the Neapolitan Government is expected, and if the document should not be of a conciliatory character, it is probable that the Neapolitan envoys will take their passports. According to a report agreement with the Pope, the Austrians are withdrawing their troops from several towns in the papal dominions which they have for some time past occupied; at the same time they are making preparations for an overwhelming display of military force in Lombardy and on the frontier, the posts evacuated are immediately reoccupied by Papal and Swiss regiments. Bologna and Ancona are now the only posts held by the Austrians.

AUSTRIA.

The concession of the Franz Joseph Eastern Railroad is published in addition to lines already conceded. The Company may construct a line from Mehaeks to Tempkirchen. The whole line must be completed within 10 years.

The Commission on the navigation of the Danube is about to re-assemble at Vienna.

Turkey will send a representative.

PRUSSIA.

Letters say that the relations between France and Prussia are drawing closer, there being talk of but two policies—that of France, Russia and Prussia against England and Austria. So much talk is, however, of little value.

It is also said that a new treaty of commerce is settled between Russia and Prussia, with view to international Railroad communication.

Private statements say that Prussia agrees with France and Russia in requiring that the Austrians shall evacuate the Danubian Principalities, and the English fleet shall leave the Black Sea.

RUSSIA.

The concession of the Russian Railways to the Credit Mobilier was signed Oct. 23rd.

The Company undertakes the construction of 1,800 versts on 4 routes. These lines must be completed in 10 years, and the Russian Government guarantee 5 per cent.

The capital of the Company is 270 millions of silver rubles.

By a letter from Vienna we learn that the disputes with reference to the new Russian fortifications on the Finnish coasts have come to an amicable settlement, as far as France is concerned; but the British government, it is said, maintain that in these fortifications there is an infusion of the article of the treaty of peace.

Liverpool Cotton Market opened quiet and dull. Brokers quote a decline of one-third of a penny on low qualities, and 1-16 of a penny on middling and fair.

Flour dull and quiet, and slightly cheaper.

Wheat generally inactive, with a decline of 2d.

Corn not so firm at opening as at close. Mixed, 33s; Yellow, 32s a 33s 6d; White 34s a 35s.

London Money Market.—The Money Market remains unchanged. Consols closed for money at 92¼ to 92½, and for account at 92⅝ to 93. American Stocks were generally unchanged and quiet.

DAGUERREOTYPE PORTRAIT CASES.—A very beautiful case for the insertion of portraits has been left at this office by the agent. It is made of gutta percha, and embossed with various designs of much beauty; and possesses a durability, independent of its excellence, beyond that of the cases hitherto in use. These cases may be obtained of various sizes, of the agent at Irons' Hotel, or at the City Book Store.

HARPER'S MAGAZINE FOR DECEMBER. King's City Book Store and John Duff.

This always welcome visitor is filled with the usual quantity of excellent reading matter. The opening article is a description of the home of Washington Irving. We note that the Harpers are about to present to the reading world a weekly family newspaper, which they propose to make "the best in the world." The Magazine may be had at Duff's or the City Book Store.

"The Illustrated Annual Register of Rural Affairs and Cultivator Almanac for 1857," is the title of an excellent almanac sent us by Mr Roff. It contains a large amount of information essential in the prosecution of agricultural husbandry.

LYNCH LAW IN KANSAS.—A gentleman from the Southern part of Kansas inform us that one of those acts not unusual in all the new territories of the West, recently occurred on Pottawatomie creek, in Kansas territory. Various robberies had been committed in that region, the people turned out and apprehended two persons who were believed to be concerned in robbing a peaceable citizen, named Briscoe Davis, of his property, and the widow Cornett of $1,000 cash, a horse, and all her property. After examination they were hung with the ropes taken from the necks of the animals stolen by them. One of the men thus hanged by virtue of Lynch law, is supposed to have borne the name of Partridge, and has been quite a conspicuous character in that territory. The name of the other is not known. These men, it is said, were hanged for robbery and other crimes committed by them, and not from any political consideration.—*St. Louis Republican, Nov. 14th.*