

News of the Week.

EUROPE.

NEWS BY THE BALTIC.—The Collins Steamship Baltic arrived at New York on the 26th of November, and the Royal Mail Steamship on the 29th.

We are in possession of Liverpool dates to the 18th of last month, which enable us to place the following important items of news before our readers.

The news by this arrival is extremely interesting. The news of the massacre of the English light cavalry, under Lord Cardigan, is mainly confirmed. They charged upon a Russian battery of 30 guns, and no less than 400 were killed outright, only 200 returning. Since then there has been incessant and sanguinary fighting. The Allies in point of numbers, are now overmatched, and urgent requests have been sent for instant reinforcements. Fifty thousand French troops are to be instantly sent to Sebastopol, and every available steamer has been taken up by the French and English governments, including the Europa, Alps, Indiana, New York, and others.

The British parliament is further prorogued to the 14th of December.

Fifty thousand French troops are to be sent to the Crimea, England paying half the expense.

Charles Kemble, the great tragedian, died at London on the 11th, aged 79.

The overland India mail had been telegraphed. China dates are to the 27th of September. Canton was still threatened, and trade was at a stand. There had been considerable fighting recently, but the result was unknown.

From Bombay it is said that Dost Mohammed is negotiating to secure the friendship of the English.

From Alexandria, Egypt, it is telegraphed that a new levy of troops has been ordered for the support of the Sultan.

The Russians, it is said, have taken Taskend, the next station to Kohan.

A wounded Russian officer stated that Gen. Luders had commanded in chief the attack of the 25th ult, and that the cavalry were under the orders of the Grand Duke Maximilianovitch. Most of the troops had marched from all parts of the country, and still had five days provisions with them and expected more.

All our shipping are clearing out of the harbor of Balaklava as fast as possible, as, in the event of the enemy turning our right flank they can destroy the whole of the shipping in a short time, as the entrance of the harbor is so narrow, with very high land on either side.

The charge of the light brigade of cavalry on the batteries of the enemy, some 30 guns strong, though brilliant and bravely done, was most disastrous in its consequences, to that gallant and devoted band, for it seems that out of 700 who went into the fray only 130 answered the roll when it was over.

The disastrous result to the English of the battle of the 26th is confirmed, although it is not quite so bad as at first represented. The great carnage was owing to the misconstruction of an order from the commander-in-chief, that Lord Cardigan and Lucan rode the light horse over a plain a mile and a half in length, exposed to a cross fire, full at Russian battery of thirty guns. The attempt was madness, and the result destruction. Out of 607 only 198 returned, and these must also have been destroyed but for a magnificent charge to their rescue by the heavy dragoons and the brave stand of the Highlanders, by which the day was redeemed.

LATEST.—Wednesday morning.—It is telegraphed from Vienna, that Gortschakoff, the diplomatist, has announced officially to Count Buol, that Russia is prepared to treat direct with Austria on the basis of the four conditions. This is considered as a palpable attempt to cause dissension between Austria and the western powers.

It is reported that Lord Raglan has suspended Lord Cardigan from his command for rashness in the charge which proved disastrous at Balaclava.

ARRIVAL OF THE AFRICA.—New York, November 29.—The Cunard steamship Africa, Capt. Harrison, from Liverpool 18th inst, arrived at her dock shortly before 5 this afternoon. She brings 66 passengers. The next news will be brought by the steamship Union, from Southampton, and will be four days later, after which there will be an interval of a week, owing to the withdrawal of the Niagara.

Conflagrations were continually occurring in the city from the red hot shell fired by the allies, and water was getting exceedingly scarce.

The Russians were preparing for street fighting, and posting cannon to sweep them. Fortifying houses, &c.

Admiral Lyons had cut off communication between Tamana, Anapa, and the land, and was watching the sea of Azof.

The attack on the 5th was made by forty thousand of the enemy. The redoubts were

taken and re-taken. The French lost fifteen hundred killed and wounded. Gen. Brown's arm has been amputated.

The steam frigates had arrived at Batoum to convey four thousand troops to the Crimea.

The Turkish man-of-war Abadishe, of 80 guns, with the Turkish admiral and 700 men on board, had foundered in the Black Sea. An Egyptian frigate had also been lost.

Miss Nightingale, with 37 nurses for the hospital at Scutari, had arrived at Constantinople on the 8th inst.

UNITED STATES

HALIFAX AND PORTLAND PACKET.—The brig "Ocean Bride," from Halifax—the first of the line of Packets of which we spoke a few days since—arrived in port last Monday, and immediately commenced discharging her cargo directly into the cars. Mr Rhynas, the Consignee, has gone to Halifax to complete the arrangements for the line. Should the enterprise prove successful, as no doubt it will, the packets will be succeeded by a line of steamers running regularly between the two cities.—State of Main.

IMPORTANT FROM ST. DOMINGO.—The Nassau Guardian of October 14, publishes the following paragraph, on authority entitled to the fullest confidence:

The United States frigate Columbia, with a Commodore's flag, attended by two other American vessels, a corvette and steamer, has arrived at the port of San Domingo, and have formally demanded the cession to the United States of the Port of Samona, with certain adjacent territory. A general officer with one or more officers of Engineers, is also reported to be on board the Columbia. On the demand having been made on the government of the Dominion Republic, the British and French Consuls immediately despatched express messengers to Port au-Prince.

FROM THE SANDWICH ISLANDS.—New York, Nov. 25.—The Californian papers received by Geo. Law, publish in full a long speech delivered by Gen. Miller, the British Consul at the Sandwich Islands, protesting that the annexation of the Islands to the United States would be a violation of the treaty of amity and commerce, and also of the subsequent declaration of England and France and could not be regarded with indifference by Great Britain. The speech was most abusive of the character and aims of the United States. It was thought that the presence of three large English vessels of war at Honolulu had some reference to the above protest.

Private Letters from the Sandwich Islands dated on board the U. S. sloop-of-war St. Marys, Oct. 8th, say that it is rumored that King Bamehancha has signed the treaty ceding the Islands to the United States and is only awaiting the return of Prince Alexander Liholiho to obtain his signature, and actually deliver up his Kingdom.

Everything is kept as secret as possible by everybody who knows anything of the matter, which, of course, gives rise to many rumors.

The U. S. sloop-of-war Portsmouth was also at Honolulu.

SHIPWRECK AND LOSS OF LIFE.—The ship "New Era," a vessel of nearly 400 tons, on her first voyage, was lost on the Jersey shore N. Y. 13th inst. She had upwards of 500 passengers, of whom more than one half perished. The Captain and crew saved, except the steward. The number of bodies washed on shore is 182, many of whom were suffocated in the steerage. Among these saved was a woman in an advanced stage of pregnancy, who gave birth to a dead child the same evening. The boat in which this woman took refuge was capsized three times. The passengers were nearly all German emigrants.

LOSS OF THE OCEAN.—LATEST PARTICULARS.—The Canada at the time of the accident, was in charge of a pilot. The officer on duty, on perceiving the danger, reversed the engines, and before she struck the Ocean there was time to make several revolutions of the wheels. If she had struck with full force she would at once have sunk the vessel. The Canada remained as near the scene of the disaster as was prudent under the circumstances, for the flames from the doomed vessel immediately burst forth after the collision, and it was not safe to approach in too near proximity. Her boats, however, were lowered, and every possible aid rendered.—The Canada received no apparent injury.

A lady passenger on board the Ocean speaks in high terms of the conduct of Capt. Donovan throughout the exciting scene. A boat in which were Captain D. and others, was three times capsized by the frantic exertions of the sufferers who were struggling in the water. They would clasp the side of the boat and would immediately overturn it. Many behaved with great self possession, but in the excitement of the moment it was difficult to adopt the most efficacious measures for the relief of the struggling multitude.

At 8 o'clock in the evening, the wreck of the Ocean remained aground on the south side of Deer Island, about half way between the beacon and the Hospital, broadside on,

and was burnt to the waters edge on the starboard side, the hull listing off shore. The inside of the vessel was completely burnt out, and probably nothing more than the remains of her machinery will ever be saved.

CANADA.

PARLIAMENTARY.—On Monday night the Grand Trunk Railway Bill was passed through Committee. Some Amendments were made. The principal of these was one made by Mr Sydney Smith, by way of a proviso to the 20th clause, to the effect that no further Provincial bonds shall be issued for expenditure upon the Richmond and Portland railroads beyond those now issued on £717,500. That no Provincial Bonds shall be issued on any branch railways, now amalgamated or hereafter to be amalgamated except these forming the direct line from Trois Pistoles to Sarnia; and that no Provincial bonds shall be issued for the expenditure on the Victoria Bridge beyond the amount of £100,000. The clause which provided for the Company's asking temporary possession of lands was struck out. Report of the Committee was ordered to be received on Wednesday.

Yesterday afternoon the Clergy Reserves Bill was read the third time and passed. Messrs. Brown, and Dorio, of Montreal, announced their intention to vote against the Bill, because they were not satisfied with it. The vote was yeas 62, nays 39.

The announcement of the division was received with clapping of hands and loud cheering.

The third reading of the Seigneurial Tenure Bill was moved, but several members having amendments a long discussion took place upon it.

The Quarantine Establishment at Goose Isle, was closed on Monday last, for this season. Mr Douglas, and all those connected with the Station, arrived in town by the steamer Advanced.

The Grand Jury of the Court of Queen's Bench yesterday made a Presentment to the Court complaining of a Libel upon the Jury as a body and upon the administration of Justice, published in the City print called the "Daily Colonist." The Presentment after being read in open Court, was handed to the Crown Officer to take proceedings against the libellers.

The Hamilton (Canada) Spectator, says that there was another collision on the Great Western Railroad, near Thamesville, on Friday last. Both locomotives were smashed, but no persons were injured. A public meeting has been held at Woodstock, denouncing the management of the Road, and calling for a searching examination into the same.

GRAND TRUNK RAILROAD.—For some time, in the early stages of the works upon the Quebec and Richmond Railway, doubts were entertained as to the chance of its ever being completed, but, fortunately, the line scarcely two years since became a section of the Grand Trunk, and the whole management having passed into the hands of such practical business men as Messrs. Jackson, Peto, Brassey and Betts, we have to-day much pleasure in recording the completion of the works, and that the passenger traffic will commence on Monday next. On Saturday morning the Members of the Executive Government and Legislature visited the Chaudiere Bridge and other structures on the line, on the special invitation of the Directors of the Grand Trunk Company. The Company's new Ferry steamer had been provided to take the party across the river to Tibbits' Cove, and left the Lower Town at 10 o'clock. A peep was obtained of the substantial ship in course of erection near the Queen's Wharf, and, during the few minutes occupied in crossing the St. Lawrence the company were favoured with a hasty inspection of the vessel, with everything connected with which, they expressed themselves highly gratified. Arrived at Tibbits' Cove, the visitors were received by Messrs. Ross, the Chief Engineer, and Mr Reekie, the Superintendent, and conducted to the train in waiting, half an hour being afforded for making a short perambulation and survey of the Station House,—a neat commodious and spacious wooden building now nearly finished, and under the care of Mr John Aughton. The locomotive arrived, and a full freight of the Directors, "The collective wisdom of the Province," the Press and others—as many as could be accommodated in three well finished cars, from the factory of Messrs. McLean & Wright, Montreal,—were taken to the Engine House at Hadlow Cove, in five minutes. The Engine House is built of brick, and its varied and interesting contents claimed much attention. The bridge at the Etchemin, the next stopping place, was also much admired as a costly and solid structure. It has a span of 115 feet and is so substantially erected as to admit of but the slightest possible deflection. The buttresses are of Canadian granite and the whole of the masonry and iron work of the most superior description. The especial object of the visit, however, was the Chaudiere Bridge, and many were the exclamations of astonishment when it met their view. It is the largest tubular bridge on the Company's line (except the Victoria Bridge at Montreal) is

situated about a quarter of a mile above the Falls, and may vie with any on the continent as a work of art. The stability and beauty of the structure reflect much credit upon the engineer who projected it. It is composed of eleven spans of 92 feet each.—The foundation is of granite, and the pillars, nine in number, of solid brick. The tubular portion is of iron about three quarters of an inch thick, and riveted in the most approved manner and with the greatest care. The height of the bridge above the water is 60 feet, and the width, exclusive of the two side walks, 8 feet. At the base of the pillars cut waters built of solid stone are placed to protect them from the ice, &c. Some of the visitors were content with an inspection of the exterior, while others more curious, explored the interior of this really creditable work. Everything connected with it was much admired and the minutest mechanical object elicited questions. In fact, all had ocular demonstration of the completeness and strength of the bridge, and of the guarantee which its character affords for the efficient performance of the contract throughout the line. The friends and enemies of the Grand Trunk were alike disappointed,—agreeably disappointed. While here we embrace the opportunity of examining the Road. The formation of the beds, and the closeness of the ties give the track a greater steadiness than could have been expected on a new line. A collation, provided by the Directors, was served in excellent style in the Station House, Mr Lamb. About one hundred guests partly took of it and toasted the Queen, Sir Cusac P. Roney and the Grand Trunk Railway Company, His Excellency the Governor General Sir Edmund Head, the Army and Navy of England and France, Hon. Francis Hincks, the President and Directors of the Grand Trunk Company and the Press. The Company then returned to the train and were brought to the terminus in almost ten minutes, performing the run up and down quite to the satisfaction of all, and without the least possible oscillation or disagreeable motion. Sir Cusac P. Roney and the other officers were unremitting in their attentions to the honorable members, who showed themselves pleased in everything they saw. The only work now remaining to be accomplished on the route is the ballasting of some dozen miles and the completion of one of the smaller bridges. By Monday next the Road will be ready for traffic, and from that time we shall have two trains every twenty-four hours between this and Richmond.

SUBMARINE TELEGRAPH TO SOREL.—The British American Telegraph Company have opened Offices at Sorel and at Lanoraie, in connection with their main-line. The St. Lawrence is crossed three miles above Sorel, by a heavy wire cable, made to order, and imported from England. The cable was laid down by Mr. Isaac D. Purkis, with but little difficulty, and is the first English cable used in Canada. Hitherto communications for Sorel, a distance of nearly four miles, causing much delay and additional expense to parties telegraphing to Sorel. In future any such messages will be forwarded direct, if handed into any office on the British American Line.

Kossuth is at present domiciled at his residence in St. John's Wood, about a mile from Hyde Park Corner. He is living retiredly, but sees a good many of his political friends, and it is understood is carrying on intrigues in Germany, through numerous agents attached to the revolutionary cause.

The amount of the Toronto city debt is £172,264, independently of 120,000 railway shares.

The Farmers' Bank (Upper Canada) has suspended payment. Though chartered in Canada, this institution was altogether a Buffalo concern.

NOVA SCOTIA.

The London Times says that the report of the Royal Mail Steam Company, issued on the 10th of October, shows a surplus on the working account for the half-year ending the 30th of June, of £112,207, being equal to 12½ per cent on the company's capital of £390,400. Out of this, however, allowance has to be made for depreciation. The dividend proposed is the same as for the previous half-year, viz £2 per share or at the rate of £6 13s 4d per cent per annum, on the amount paid up.—Colonist.

PORT OF PICTOU.—After an unusually brisk season, our harbour is again assuming a dull and almost deserted appearance. There are but few vessels now waiting for cargo, and there will probably be very few arrivals after this date. The amount of coal shipped during the season now closing, we believe will be found to exceed that of any previous year. The Mining Association have it in contemplation to extend their wharf at South Pictou, so as to increase their facilities for the loading of vessels.

Improvement will likely be completed in time for the opening of the shipping business in the spring.—Eastern Chronicle.

OPENING OF PARLIAMENT.—At two o'clock P. M. on Saturday, His Excellency the Lieutenant Governor, came to the Council Chamber, attended as usual, and having command-