

News of the Week.

UNITED STATES.

Another Atrocious Murder at the State Prison.—The Warden killed by one of the Prisoners.—About half-past three o'clock, yesterday afternoon, Mr Solon H. Tenny the, Warden of the State Prison in Charlestown, was murdered by a prisoner.

Deputy Sheriff Dearborn came over immediately and reported the murder to Sheriff Clark, who was in attendance at the Supreme Court, where a murder trial is now rapidly progressing.

It is stated upon the authority of Mr Dearborn, Deputy Sheriff, that the Warden was stabbed in a manner similar to the bloody and fatal assault upon Deputy Warden Walker, which occurred but a few days ago, and which is of course fresh in the public mind.

The following facts we derived from Mr T. T. Deering, the officer who seized the convict. It seems that Mr Tenny was walking through the upholstery shop, and had passed Deatur, when he left his bench, passing up behind the Warden, stabbed him through the neck with a sharp knife, about six inches in length, which he had prepared for the purpose.

The Warden then turned and drew a pistol, and advanced about 6 feet, when he fell and was immediately removed, but expired in about two minutes.

The officer of the shop, Mr Deering seized the convict by the throat, threw him on a bench, and seizing a hammer told him he would beat his brains out if he moved.

The shop was all in an uproar, the convicts were moving about, and upon the officers calling for assistance, several of them came, and Deatur was taken to the arch, where he was placed in confinement. The officer, upon asking what he had done it for, Deatur said, 'I meant to do it; I have watched my chance for two days.'

The Steamship Fulton, which left Havre on the 17th ult., arrived at this port yesterday afternoon, after a stormy passage. Our advices by the Fulton announcing the safety of the Hermann will bring relief to many an anxious heart. The Hermann, after encountering some dreadful heavy weather and seas running mountains high, was forced to put back to Southampton for repairs. All her passengers, with the exception of two, who have remained for the transaction of private business, were landed safely from the Fulton. The passengers of the Hermann, when at Southampton, passed a series of resolutions approving of the conduct of Captain Higgins and his officers.

The brig Beauty, at Halifax, from Jamaica, reports picking up, on the 9th of November, in latitude 40, one of the boats of the unfortunate steamer Lyonnais. The boat was bottom up, the starboard side stove, the oars lashed to the thwart, and a lagsail mast floating alongside. In the boat was a cask of water, and a life-buoy, marked Le Lyonnais; also a white shirt and a fine cambric handkerchief marked F. E. We have examined the passenger list of the Lyonnais, but find no name corresponding with these initials. The Lyonnais was abandoned on the 3d of November, consequently but six days elapsed from the time of her disaster till the capsized boat alluded to was picked up by the Beauty. Mr Poirier, the agent of the Franco-American Steamship Company, has received no further intelligence in reference to the captain and passengers of the Lyonnais who were stated to have arrived at Bordeaux.

The steamship Vigo, which left Havre on the 10th ult., is now in her twenty-second day out. We learn by the Fulton that the Hermann, when forced to put back, met the Vigo two days out from the above port; but owing, doubtless, to the tempestuous state of the Atlantic, she has been unable to reach New York ere this. No fears are entertained for her safety, as she has on board 1,290 tons of coal, sufficient for 30 days, and her commander, Captain Sharp, is an officer of tried experience. The Vigo is hourly expected.

The commencement of the past year was ushered in with the loss of the Collins steamer Pacific, which sailed from Liverpool on the 23d of January for New York, with fifty passengers, and was never afterwards heard of; and but a few weeks since we were called upon to record the loss of another steamship, the Lyonnais, when but a few hours out from this port. The place of the Pacific was first supplied by the Quaker City, which made one voyage, and then by the Ericsson, which has since continued in the line. With the above exceptions, all the steamship lines between this country and Europe have been prosperous, and have made their voyages with great regularity.

The Philadelphia and Liverpool line of screw steamships, composed of the city of Baltimore, City of Manchester, City of Washington, and Kangaroo, commenced running last spring, and have continued up to this time with the utmost punctuality. Their passages will compare favorably with any of the other lines of steamers. The shortest passage was made by the city of Baltimore, from Philadelphia to Liverpool, which she accomplished in eleven days and twenty one hours. The average number by this line each trip has been about three hundred.

A new line of screw steamships has been established during the past year to run between Liverpool, St. Johns, N. F., Halifax and Portland, the first steamer of which the Keersonese, sailed from Liverpool on the 23d of August and arrived at Portland on the 13th of Septem-

ber, bringing one hundred and fifty passengers.

A line of screw steamships, composed of the North America, Anglo-Saxon, Indian, Canadian, and Sardinian, have been running between Liverpool and Quebec during most of the past year, and have a number of times brought us later intelligence from Europe.

A French line of screw steamers, to run between Havre, Martinique and New Orleans, has lately been established, two of which, the Alma and Francois Arago, have arrived at the latter port.

In addition to the above, an irregular line of steamers, known as the Cunard Havre line, and composed of the Emen, Alps and Taurus, have been running during the greater part of the year between New York and Havre.

The Steamship Tennessee, which was running between this city and Venezuela, &c., after making a few voyages was sold to the Nicaragua line, and has since been running in connection with the Texas between this city and New Orleans, and San Juan, Nicaragua.—*New York Herald.*

Legal progress has been sued out in the United States, against Walker, the filibuster, at the suit of the Accessory Transit Company, for \$1,000,000 damages. The United States Government has recently forbidden the fitting out of any armament for, or the transportation of men and money to Nicaragua in aid of the piratical cause. Walker's prospects are therefore somewhat gloomy just at present. If he remains in Nicaragua, he will probably be hanged; if he escapes to the United States, he will be arrested and lodged in Limbo.

Washington, January 8.—Serious apprehensions are entertained here that the new British treaty may be defeated. A strong opposition to it is springing up among the Southern Senators. The main objections are that it recognizes and establishes territorial rights of a European nation on this continent; that in so far it nullifies the Monroe doctrine, and finally, that it limits the national expansibility of our country.

Wonderful Longevity.—A lady has lately died at Actopan, at the wonderful age of one hundred and thirty-nine years. We may well say that the oldest inhabitant of Mexico or any other country is dead. One hundred and thirty-nine years! What a history is included in this time! and how trivial must have appeared to her the resolutions and strifes in her country. She had seen in her time twenty-eight changes in the Delegates of Spanish power, and has, since the independence of her country seen the fifty changes which have taken place in the administration of the government. Altogether Mexico has had over seventy-five changes in the chief magistracy of the country in this woman's life time.

NOVA SCOTIA.

Well Done.—We understand that at the meeting of members of the Congregation of the late St. Matthew's on Tuesday evening, a noble subscription was made towards the erection of a new Church. Upwards of £3,000 was contributed, although many of the influential kirk men were absent. We ought to apologize for having named too low a figure in our last, for their probable liberality. Several we are told are beyond our highest mark. W. Murdoch, Esqrs., name is down for 500. C. Murdoch £200. Messrs Mitchell £500. W. Young, Esqrs., £300. Dr Avery (who lost £300 at the fire,) for the like sum. John Esson, Esq., £200, and all on the same creditable scale.—With such a spirit there will be no want of means to raise a splendid structure, especially as it is said the sum of £3,000 has been offered for the old site. That can hardly be styled a calamity which has been the means of warming up the spirits of the Congregation to such a pitch, and bring their rusty hundreds into such praiseworthy use, and ultimately, as no doubt will be the case, raising over their heads a stone Church that will be an ornament to the City, and a Sanctuary for their descendants to remote generations.—*Morning Journal.*

A body of earth fell upon some labourers on the Windsor Railway last week, by which three were seriously injured, and one has since died. The labourers on the Eastern line have been playing mischief with the Telegraph wires.

Yarmouth seems to be going ahead.—Ten or twelve large vessels are building. The amount of tonnage already owned in that thriving place is very large, upwards of 9,000 tons having been added during the last year.

The Venerable Chief Justice was on the Bench on Monday and Tuesday, and apparently taking a lively interest in the important Hill case some day last week, we understand, was the 50th anniversary to the Judge's seat.

We rather think that no English or Irish Judge has ever occupied that seat for so long a period. May the tenure of our worthy Chief be prolonged, until he has completed a century of years, which probably would be about as long as he would desire it to continue.

It is stated by a contemporary, that Mrs McNab's loss by the late fire, on the Eastern side of the harbour, amounts to £400, and that the supposed incendiary Thomas Small is in custody. Much credit is due constables Cotter and Caulfield for the promptness and energy displayed by them in the speedy arrest of this suspected individual.

We are sorry to hear a rumour that incendiaries have been at work in another quarter, destroying property to a large amount, somewhere on the Railway line, belonging to Mr Blackie. If this be so, it is time that an exam-

ple be made of the perpetrators of such diabolical outrages.

A man by the name of Thomas Small, who was tried in the Supreme Court, at its present sitting, for Larceny, and acquitted, there not being sufficient proof to lead to his conviction, called on Friday evening at Mrs Nab's residence, situated on the Dartmouth side, and in a threatening manner demanded money. Mrs McNab, and her two daughters were the only inmates in the house at the time; and feeling rather alarmed, she gave the scoundrel 1s. 3d. to get rid of him; he went out of the house, and sometime afterwards her barn was discovered to be in one sheet of flames, and very shortly it was razed to the ground, and all its contents destroyed. There was in the barn a great quantity of hay, besides oats, one horse, 7 cows and a calf, which were burnt. During the time the barn was burning, we were informed Small went to Mr Cameron's house, and asked where the men were,—he was told they had gone to the fire,—he then, in an abrupt manner demanded money of the females,—he was told there was none in the house,—he then searched and found a small box, containing Four Pounds which he took with him. It is supposed that the villain set fire to the barn, for the purpose of calling the neighbours from their homes to the scene of disaster, so that an opportunity might be afforded him of plundering. We did not hear of his detection on Saturday night; but we hope, if caught, he will get the full benefit of the law.—*Halifax Morning Journal.*

Copy of Memoranda from Deputy Post Master at Antigonish, to Post Master General, Halifax.

January 6.—Mail due here from Halifax, yesterday afternoon, arrived this morning at 9, having left New Glasgow yesterday morning at 9. Last night at 8 two of the men started to meet it—the severity of the weather causing some anxiety as to the safety of the driver, and returned with it this morning—reported the road to be very much blocked up with snow—wind high, snow drift thick. At 11 a. m. departed mails for Cape Breton and Guysborough—they were obliged to return after proceeding a couple of miles—storm continued all day.

January 7.—Storm unabated—snow, wind and drift prevailing, nearly all day—Mails cannot move—roads impassable.

January 8.—Cleared off last night, but recommenced snowing heavily this morning, which continues at intervals, accompanied by wind from N. East—men turned out with strong teams to break road—not such weather for some years.—Mail despatched Eastward at 1 p. m. Two mails now due from each office, Eastward, and one from each, Westward. Telegraph Line to Halifax down since Monday.

January 9.—Weather moderate—Western Mails made 1 1/2 miles yesterday afternoon, and returned—the road filling up as fast as it was broken. The Guysborough driver reached 4 miles, and then sent on the Mail by an Indian whom he had taken with him from here to meet the emergency. I expect the Indian back to night with return Mails. No mails from Plaister Cove, nor from Halifax, due on Wednesday.

NEW BRUNSWICK.

New Brunswick Auxiliary Bible Society.—The Annual Meeting of this increasingly useful Society was held last Wednesday evening, in the Hall of the Mechanics' Institute. 1500 people, was densely crowded; and viewed from the platform, the appearance was truly delightful. The proceedings were ushered in by a hymn, the singing of which was ably conducted by the Members of the Harmonic Society with their splendid organ, at which Mr Card, with his usual ability, presided. The President, Judge Parker, then addressed the meeting,—first expressing his satisfaction with the great enlargement the Hall had undergone, and next taking a review of much that had been accomplished by the Parent Society and its Agents in various parts of the world. He took peculiar pleasure in referring to the grand results of the late war in changing the religious aspect of affairs in Turkey. Mr Isaac Smith, the late zealous and faithful travelling agent of the Society by whom not only many Bibles and Testaments were circulated in various destitute localities, but also two new auxiliaries were formed, and also, 22 new branches, of which 16 are in connection with the New Brunswick Auxiliary.

We append with pleasure the several Resolutions, which were, for the most part, eloquently supported by those who moved and seconded them:—

1. Moved by the Rev. Mr Bill, seconded by the Rev. Mr Stewart:—

Resolved, that the report, an abstract of which has been just read, be received; and printed and circulated under the direction of the Committee.

2. Moved by the Rev. G. M. Armstrong, seconded by H. W. Frith, Esq.:—

Resolved, that this meeting desires humbly and gratefully to acknowledge the Divine Blessing which has attended the operations of the British and Foreign Bible Society, during the past year, as detailed in its annual and monthly Reports; and to recognize in the accession to its funds, during a year of great national anxiety and expense, a renewed call for increased exertions to extend the circulation of God's holy Word throughout the world.

3. Moved by the Rev. Mr Bennett, seconded by Mr Grant:—

Resolved, that while this meeting joyfully hail the restoration of peace to the world, by

the termination of the Russian war, as a cause of great national and individual gratitude; it must devoutly acknowledge the over-ruling Providence of God in rendering that war an occasion of imparting spiritual blessings to many engaged in the service, and of opening a door for the Scriptures in places hitherto inaccessible to the feet of those bearing with them the glad tidings of the Gospel of Peace. We trust also that the calamities which may be produced by the war with Persia may be mitigated by like consolations.

4. Moved by the Rev. Mr McLeod, seconded by the Hon. S. L. Tilley:—

Resolved, that it is with peculiar pleasure this meeting learns the success which has attended the zealous exertions of the late travelling agent of this Auxiliary—Mr Isaac Smith not only in the distribution of the Scriptures in various parts of the Province, but in the formation of new Auxiliaries as well as Branch Societies.

The kind and welcome reception, that was so generally given to Mr Smith in the places he has visited, calls also for our grateful requisition.

5. Moved by Dr Botsford, seconded by the Rev. W. Seovil:—

Resolved, that the cordial thanks of this meeting be given to the several Branches connected with the New Brunswick Auxiliary Bible Society, and the Ladies' Association of Saint John.

Disgraceful Outrage.—On Sunday night some evil-disposed person broke 159 panes of glass in St. John's Church and the Sunday School adjoining it. Bills have been distributed about the city offering a reward of £50 for the discovery of the perpetrator of this offence and we hope for the perpetrator of St. John, he may be speedily found out and punished.

Dreadful Accident.—Last night Phile Seely, his two sons and another man, were burned to death in a lumber camp a short distance from St. George, Charlotte County.

The Atlantic Telegraph—Cost of a Message.—Since this great enterprise has been regarded as a fixed fact, numerous inquiries have been raised as to the probable cost of messages. It is stated that the British Government have guaranteed the Company proration to the amount of seventy thousand dollars per annum, and have fixed the maximum rate of a message at four shillings sterling per word. This will be divided between the stations as follows:—From London to Cork, 6d sterling; across the ocean, 2s 6d; from Newfoundland to New York 1s. A despatch from Washington to New York which would cost \$75, at 4s per word, would cost \$200 if sent from London to New York. So much for the cost of a despatch.—The route upon which the cable will be lain is said to be north of the locality where all the ice accidents have occurred. The greatest depth of water is a little over 2000 fathoms. The quietude of the bottom of the sea will render the safety of the wire unquestionable. The British Government will survey and sound the whole route in April next. In July two vessels will leave the English coast with the cable—a mile of which weighs a ton. After reaching a point equidistant from both termini, the cables will be joined together and sunk. The vessels will then part company, the one proceeding to the Irish coast and the other to the American, paying out the cable as they go along. The whole work of laying the wire can be done in a week, or two weeks at the outside.—*St. John Morning News.*

Great Damage to Steamships by the Storm.—

The Steamer Azoff arrived at Southampton yesterday morning, conveyed by the steamer Madrid. The Azoff belongs to the Peninsular and Oriental Company, and left Southampton on the 1st inst. for the Mauritius, where she was to be employed in carrying the mails to and from Aden. She was very deep in the water, being laden with the company's stores for the East. She got as far as about one hundred miles to the west of Cape Finisterre, when she was obliged to turn back. She was seventy hours in one of the most fearful seas ever known. For forty-eight hours the hatches were battened down on account of the seas that washed in over her, and the officers and crew were without food during the whole of that time. She was pooped by a sea, which washed away all her rudder gear, and carried the boatswain off the deck and dashed him below on the engine, injuring him badly. Several men in the engine department were severely injured and a boy was wounded. The ship is damaged, being, as the sailors describe her, almost washed to pieces. The transport Cleopatra fell in with her at the entrance of the Channel, and rendered her assistance as far as Plymouth, and there put some men on board of her to assist the crew in working her up to Southampton. The Peninsular and Oriental Company's steamer Madrid left Southampton on Monday morning in search of the Azoff, in case she wanted more assistance, and fell in with her off Portland. Such extensive damage to steam ships by storms as has been experienced during the last three weeks, has never been known before. Scarcely a steamer has been able to withstand the recent storms. Many have been unable so much as to face them, and have put back.—Even Cunard's and Croskey's gigantic Atlantic steamers have been worsted in their encounters with the December gales, and have turned back disabled and discomfited. The fury of the gales has been felt all over the Mediterranean, over a great portion of the Atlantic, and in the seas surrounding the British Isles.—Some consequence of the force of the sea may be formed from the fact, that as the Australian