

News of the Week.

INDIA.

Mutiny in the Indian Army.—The following is from a letter dated Calcutta April 9:—The 19th Regiment of Native Infantry has been disbanded. The Government ordered it to march to Barrackpore, the metropolitan cantonment, in order that the punishment might be inflicted in the presence of the disaffected. Meanwhile every precaution was adopted to prevent the possibility of resistance. It was known that the 34th were in league with the 19th. It was suspected that the 2nd Grenadiers, if not positively disaffected, were cognizant of the plans and sympathized in the conduct of the mutinous regiment. The two remaining native corps of the brigade were believed to be faithful, but it is never easy to predict what natives will do when temptation is placed suddenly before them. It was therefore necessary to provide against an outbreak of 5,000 armed men stationed only sixteen miles from a defenceless capital, in a country where two soldiers can disperse a mob. Her Majesty's 84th was hastily brought up from Burmah, and a wing of the 53rd was ordered to Barrackpore. The native bodyguard (cavalry), 500 strong, were despatched in the night, and two troops of artillery, with twelve pieces of cannon, were brought from Dum Dum in the cantonment. Private orders were issued to the magistrates to place large bodies of police upon the bridges which lead into the town.—Finally, orders were issued to Major-General Harsey, authorizing him to suppress resistance, even if it were necessary to employ the whole force at his disposal, and to destroy three regiments. The Europeans waited with a sort of anxious nonchalance for the result, such as Anglo-Indians can only display, and amused themselves by circulating the most preposterous rumours. These measures were complete on March 30th. Meanwhile a number of circumstances increased the prevailing uneasiness. The Colonel commanding at Dum Dum received what appeared to be trustworthy intelligence that the 19th were marching on the station to seize the artillery. Dum Dum is eight miles from Calcutta. He had only thirty men, but he called them together, prepared defence, and ordered all the officers' families to leave the station. They obeyed, and at two o'clock at night some dozen frightened women were besieging the houses of their friends in Calcutta for rest and shelter. The same afternoon Lieutenant Baugh, Adjutant of the 34th Native Infantry, was attacked by a drunken or a druggen sepoy at Barrackpore. He was severely wounded, but the guard refused to arrest the assassin, and the man strutted up and down till he was seized by the major-general himself. The transaction looked as if the regiment were resolved to die rather than yield. On the following morning the Europeans were landed, and marched to the parade. The two Queen's Regiments, with the artillery and cavalry, occupied one side, the native regiments the other, and the 19th Native Infantry, which had been halted for the night outside the station, marched into the midst. The major-general then read aloud the order. Up to the last moment it was doubtful whether the men would submit or whether a yell of defiance would compel General Harsey to open fire. They asked permission to petition. The time, they were told, had passed, and they must lay down their arms. The preparations cowed the men. The old instinctive terror of the Europeans had not passed away, and they laid down their arms, the native officers actually weeping with grief and rage. No humiliation was offered them, they were allowed to retain their uniforms, and were then escorted by the cavalry to Chinsurah. Thence they are gradually dispersing to their homes. It was believed that this example had profound effect. It has certainly confirmed the wavering, but the 34th are more mutinous than ever. The man who attempted to assassinate Lieutenant Baugh was condemned to death, but, so dangerous was the temper of the men, that General Harsey could not venture to trust them, and the sentence was carried out yesterday under the protection of shotted guns and two European regiments. It may be necessary to mention that the general is a thoroughly able, gallant officer, one of the few Hindostance scholars in his rank, and generally speaking, beloved by the Sepoys. I fear the 34th also must be disbanded. Meanwhile the native regiment at Dinapore is only kept in check by the presence of her Majesty's 10th. The origin of the outbreak of the 19th, was the objection of the natives to bite the cartridges distributed to them, as they affirmed these cartridges were greased with the fat of animals, to touch which is contrary to their creed. The selected soldiers at the Umballa and Sealote rifle schools complain that they shall be outcasts if they use the cartridge, and the Commander-in-chiefs own escort have communicated their comrades in the school for touching them. Almost all the line sympathize, more or less, but strange to say, all the irregulars, all the Sikhs, the Georkas, and all cavalry ridicule the movement. To show you the extreme anxiety of Government to avoid offending the religious prejudices of the men, I will relate one incident which occurred on the day of the disbanding. Her Majesty's 84th were landed from the steamer at the Barrackpore Ghaut. Close by the Ghaut is a little temple, outside which the Sepoys put their household deities, ugly little images of wood, stone, earth or brass. Now the instinct of a European soldier when he sees an idol is to knock its head off, not from hatred of idols, but

love of mischief. General Harsey knew that any insult of the kind would exasperate the Sepoys to madness. He, therefore received the men himself, and the first two soldiers who landed were ordered to stand sentry over the deities. So on the parade ground there were Europeans prepared to put down a mutiny caused by the Sepoys' dread of conversion, and outside the parade ground there were Europeans keeping guard over the Sepoys' gods.

PERSIA.—The War with Persia.—The following description of the intended attack on Mahammerah, after its cannonading by English ships, is taken from a letter written by an officer of the expedition:—

"Marching across a fine open plain, the army soon came in sight of the three Persian camps, but no force was drawn out to meet them; indeed, not a man was visible. As they drew nearer it became, to their chagrin, more and more evident that the enemy had 'run.' And so it proved. The camps were entered, and were found to be deserted. They had been hastily abandoned, the tents all standing, and great quantities of flour and grain and other stores remained, to ease the pressure on the commissariat of the conquerors. The English general was too weak in cavalry to attempt any serious operation upon the retreating enemy, but he detached Captain Green with a party of Scinde horse, by whom their rear guard was seen retiring in apparent good order, though the road they had traversed was strewn with arms and accoutrements. The loss sustained by the ships of the Indian navy in this successful and most creditable achievement is very slight, amounting to five or six killed and about twenty wounded. Among the latter is Lieutenant Harris, of the Semiramis, but not seriously. Much of the immunity enjoyed is probably due to the wise precaution of placing trusses of pressed hay round and upon the bulwarks of the ship as a protection to the seamen at the guns on the upper deck. None of the steamers, by the bye carry main deck guns. The loss of the enemy is estimated roughly at 200—mostly smashed by the heavy shot in the batteries, where I hear the destruction was complete and terrible, sixteen guns (one a fine Russian 12-pounder) and one mortar were captured, and, as I have said above, a number of tents and many stores of various kinds.

EUROPE.

ENGLAND.—The United States Steam Frigate Niagara.—Half-a-mile or so below Gravesend, just about where the river tourist might expect to recover from having seen the Great Eastern at Millwall, another monster of the deep lays full in view. She is vast as an ark, with a peculiar defiant air, and an expression which tells you at once that she was made for other than the peaceful purposes of commerce, though nothing in the way of armament, or even in the trim of yards, denotes the man-of-war. The ship along whose decks a crowd of fashionable visitors daily and hourly stream, and all round which a fleet of shore boats "masters of the situation," and making as much of it as if the President himself was on view, is the far-famed frigate Niagara. She is, we believe, the first States' frigate that has ever anchored off Gravesend. Such an one will not soon again present itself—for in size, form, speed, and intended weight of armament, the Niagara is beyond doubt the first man of war of her class in the whole world. As the visitor approaches her lofty sides, he is struck with the easy graceful manner in which she "sits" the water, with her bows well up, slowly rising, and showing off her beautiful lines and clear run to great advantage. But beyond this feature, the general effect of her exterior is not very pleasing. The dark black hull, unrelieved by a single streak of white, gives a heavy appearance quite foreign to her shape. She is also very hollow in the waist, which imparts that wall-sided aspect so characteristic of the American lines, but which their fine frigates, except in this instance, have managed to avoid, or at least mitigate. She is ship-rigged, with tall and somewhat heavy spars—a novel feature in the American screw, as their builders have justly prided themselves on avoiding our practice of overmasting our steamers. But, heavy as the Niagara seems aloft, she has not a rope or spar too much. On the contrary, the marvel is that they can do the work ascribed to them, for under sail alone she can run, it is said from sixteen to seventeen knots an hour! This is speed which our river steamboats would count as excellent. The Niagara is one of twelve steam frigates which a short time since the Congress ordered to be built, by way of a counterbalance to the enormous increase of the English and French marine. The construction of the Niagara was entrusted by acclamation to Mr Steers, the builder of the celebrated yacht America. In building her he had four conflicting purposes to reconcile,—to make her a good gunboat, good seaboat, good sailer, and good steamer. The result is the Niagara: in design, a kind of compromise, and which leaves her the fastest sailer in the world, one of the fastest steamers, a fine seaboat, and a very good man-of-war. Her length over all is 375 feet, breadth (extreme) 56 feet 6 inches, depth of hold 31 feet 6 inches, and her burthen 5,200 tons, or nearly 2,000 tons larger than the Himalaya. Now she has on board only four small guns,—that is, small in comparison to the armament she is intended to carry; but when the peaceful task of laying the Atlantic submarine cable is completed the Niagara will be fully armed and equipped for war. She will then carry twelve Dahlgren guns, 11 inches diameter in the bore, and throwing a solid shot of the enormous weight of 27lbs., a distance of

7,000 yards, or four miles. The shell for these guns will weigh 130lbs., and the guns themselves 14 tons. These monster ordnance, which seems as if it were reverting to the barbarism of gunnery, and would come at last to the unwieldy pieces of the Dardanelles, with bores of 28 inches diameter, have already been cast at the West Point foundry, near New York.

We certainly wish that the Niagara had had only one of these tremendous artillery on board, as it would have enabled us better to appreciate her warlike capacities. Inspecting a man-of-war without her armament is much like judging of the strength of a lion by his skin. At first, twelve guns seem but a small offensive power for a vessel of over 5,000 tons, and it is only by reflecting on the stupendous calibre of her equipment that one begins to understand how formidable she will be, and to feel curious doubts as to the result of a contest between such a frigate and the largest three-decker. The engine-room of this magnificent vessel is as deeply interesting to the visitor as any other part of her. The whole motive power is placed amidships, and so carefully constructed as to occupy less space with regard to force employed than the engines of any ordinary vessel. Fore and aft the machinery in all its departments is bounded by two transverse watertight compartments, which completely shut it in from the rest of the vessel. The engine room is about 28 feet long by 26 wide, and nine staircases are so arranged as to make all parts of it easily accessible. The engines are by Murphy & Co., New York. There are three, all direct acting, three feet stroke, with connecting rods between the cylinders and cranks. The cylinders are 72 inches in diameter (nearly the same size as those of the Great Eastern), and placed horizontally across the vessel, so that the motion of the piston is from side to side. The shaft upon which the whole force is brought to bear is 119 feet long, 50 inches in circumference, and weighs nearly 50 tons. The propeller is of brass, with two fans, nearly 19 feet in diameter, and having a pitch of 32 feet. On the prominent parts of the machinery are placed admirably-contrived indicators, which mark at the same time the number of revolutions, pressure of steam, vacuum, temperature of the hot well, and pressure of the cylinder at all parts of stroke. There are four boilers on the vertical tubular principle. Each of them is 21 feet long by 11 feet deep, and 15 feet high, and has a total fire surface of no less than 17,500 feet, and a grate surface of 484 square feet. Working at a pressure of 20lb. gives a power of 2,000 horses, and at that force the revolutions are only 45 per minute. During the voyage from New York the consumption of coal was at some periods as low as 12 tons per day, and it never rose above 56! The average for full power may be taken at 50 tons per diem, or very little more than the consumption of some steamers in the English navy which cannot do their ten knots an hour. The main deck is used by the crew, and is no less than 3 feet 4 inches high. Here the seamen sling their hammocks, the extreme after-part being, of course, devoted to officers' cabins, and the fore to cooking for the ship's company. Every sailor on board has his locker, and each mess a very large locker for the mess kit. At present the crew is 514, exclusive of officers, but when fully armed, even this large complement is to be increased to 750 men—the crew of a 90-gun ship. During the voyage across the Atlantic no attempt was made to effect a quick passage; on the contrary, the engines were mostly working at half-power. With full power she attained a speed of 13 knots, and under sail above 16. With a stiff breeze on her quarter she can count on 14 knots. Her present draught is 22 feet, but when armed, with all stores and coals on board, she will draw 25 feet. Each 100 tons brings her down three inches in the water. The Niagara will leave the Thames for Liverpool, where her half of the Atlantic cable is to be shipped. According to present arrangements this process is likely to present difficulties that may materially delay the whole undertaking, and render some alterations necessary.

UNITED STATES.

A Scream from the New York Herald.—The Vanderbilt has disappointed those who expected her to make one of the crack ocean passages, and the Niagara has succeeded in crossing the ocean in something over eighteen days during fourteen of which she was under sail and steam. We understand that the astonishing velocity of the Niagara is explained by Captain Hudson's very proper dread of losing his spars; we have no doubt but the Vanderbilt would have made as quick a trip as her friends predicted, had not her engineer been afraid of overheating her boilers or chafing her wheels. It is all right as it is; and people who want to grumble will be so good as to hold their peace. We hope, however, we may enquire what becomes of the Collins steamer Blank, commanded by Capt. Blank, which leaves on Wednesdays, at blank intervals, from the foot of Canal street, and on board of which passengers are earnestly requested to have their luggage by an early hour in the morning. Is there any such steamer? Does she really leave! Or would the passenger who sent his luggage down in compliance with the advertisement, find himself even blanker than the gallant ship and her noble commander, Captain —? It really looks as though the control of the ocean was departing from us, and being securely vested in foreign nations. England is crowding the Atlantic with steamers of all sizes and models, from the Great Eastward downward. Her screws bid fair, at no distant period, to mono-

polize the traffic of the ocean, and of course, in like manner, to sweep it in case of war. France enters the lists with three transatlantic lines, to which the State grants 13,000,000 francs subvention, nearly \$1,000,000 per annum per line. Ever Sardinia, Spain and Holland are on the track. We alone seem to be stationary.—Herald.

Riots at Washington.—On Monday last, a terrible affray appears to have taken place at a polling booth during a civic election in Washington. It seems that a long line of voters were standing in the street, extending for some distance from the polls. A body of violent persons, strangers and citizens, endeavoured to break into this line by crowding, but not succeeding in this, they left the scene of action to concert more hostile measures. After a short time they returned, largely reinforced in numbers, and with revolvers, stones, billies, brickbats, etc., they made a concerted onslaught upon the voters. A terrible scene now ensued, in which the entire crowd participated. Stones and pistols were rapidly discharged, and men were trampled to the earth, beaten, stamped upon, and severely wounded. An Irishman was so dreadfully mutilated that his features were entirely undistinguishable, and his head and shoulders were covered with blood. The polls were torn down by this imported gang of Baltimore villains; the pavements were strewn with stones, clubs, and various other missiles.

Several of the ringleaders were arrested and taken to the guard-house.

At the first precinct of the fourth ward, the officers did all in their power to prevent the riot, placing themselves between the belligerents and the voters in the line, with Capt. Goddard at the head, who demanded peace. When they rushed on, *en masse*, with an impetuosity which nothing short of a military force could withstand, and although the police fought like heroes, they were forced to abandon the field to the possession of these miscreants. The Washington Star says: "Such an exhibition of murderous instruments as the party carried was sufficient to cause the peaceably disposed to keep as far from them as possible. One man was armed with a large blacksmith's sledge; another with a horse pistol of large dimensions; a third carried a miscellaneous assortment of revolvers, bowie knives, billies, an iron bar; while a fourth carried beside a side pocket filled with convenient stones, bricks, &c., a large billet of oak wood of sufficient weight to fell an ox. These weapons were as thick as mulberries in season, the parties brandishing them about in a menacing manner, to the horror of all those who were not, like themselves, participants in these disgraceful scenes."

At this point the Mayor addressed a note to the President, requesting him to order out a company of U. S. marines, stationed in the city, to preserve the public peace. The President at once complied. About eleven o'clock the rioters went to the second ward polls, wearing the K. N. ticket as a badge, and discharged some thirty or forty shots. The citizens of the ward, however, made their appearance armed, and the rioters left. They next proceeded to the fourth ward, where they commenced a row.

Shortly after 1 o'clock, P. M., the marines (two companies, 110 men in all) arrived on the ground. The opposition had, in the meantime, procured a brass cannon, and stationed it at the Northern market-house, which they made their head-quarters.

After the Mayor had addressed the crowd, stating that the soldiers were brought there solely to maintain the public peace of the city, which had been flagrantly violated, the marines moved upon the market-house to take possession of the cannon, amidst every species of taunt and opprobrium, ending finally in the possessors of the cannon firing pistols at the marines. The latter, however, moved steadily on, seized the cannon, and then due warning having been given, replied to the pistol shots upon them by a volley of ball.

The rioters then scattered, firing, as they did so, from behind corners.

After the smoke cleared away, the terrible sight was presented of four or five persons in the agonies of death, and several others fearfully wounded.

This encounter seems to have cowed the rioters, and they made no further demonstrations.

Washington, June 2.—A large meeting was held here to-night, in front of the City Hall.—The speakers were Gen. McCalla, Dr. Clayton, and Councilman Lloyd, all of the American party; who spoke of killing citizens by the marines, on the day of election, as a cruel, cowardly, and bloody massacre of the innocent; and of the conduct of the Executive authorities, as trampling under foot the sacred rights of the citizens, and law and order.

Councilman Lloyd's advice "to be prepared for the next attack," excited spontaneous cheers of approbation. He invoked them, however, to aid in the preservation of the peace.—A committee of two from each Ward was appointed to prepare suitable resolutions, and call another meeting, after the inquests of all the victims were concluded. Inquests have been held in two of the cases. Three witnesses swore the order was given to the marines to fire, by Mayor Magruder, after the swivel had been taken from the rioters. Preliminary measures have been taken to bring the matter to a judicial investigation.

The Mayor's conduct was severely condemned by the meeting, which separated with cheers and groans. The community is still feverish on the subject of the riots.