



ARRIVAL OF THE NIAGARA.

We subjoin the most interesting intelligence received by the latest Steamer, the Niagara, from Europe :—

Business matters remain without any improvement. Cotton was dull during the week, and the prices of Breadstuffs had a declining tendency. From the manufacturing districts we learn that trade is by no means brisk.

The Money market has been a shade firmer; cash is still plentiful, and rates of discount remain about the same as the previous week.

The Public Securities continue steady. In the early part of the week the report of a prospective war between Turkey and Russia caused Consols to recede. They have since been steady.

Freights at Liverpool have improved, in consequence of the scarcity of vessels.

The Cholera continues to decrease throughout England.

The news from the Continent is unimportant, if we except the threatening aspect of affairs between Russia and Turkey. It will be seen by our extracts, that England and France have determined to support the Turks.

ENORMOUS INHERITANCE.—It is said that Lieutenant Colonel Gold, of Her Majesty's 4th regiment, will come into possession of the enormous wealth left by Mr. Charles Bullen, the late banker of Liverpool. The property is said to amount to between £5,000,000 and £6,000,000 sterling.

More collisions between the peasantry and the constabulary have taken place in Ireland. The local papers record some sanguinary conflicts between the tenantry and the landlords for the possession of the corn; and the long-cherished feelings of hatred between the occupier of the soil and the owner have now broken out with a degree of violence which threatens very serious results. Already numerous lives have been lost.

The death of Mr. Callaghan has occasioned a vacancy for Cork, and already several candidates are in the field. Mr. Sergeant Murphy is amongst the number.

The Emperor of Russia insists upon the extradition of all the Hungarian and Polish refugees now in the fortress of Widdin. The Turks are as stubborn as in days of old, and have firmly refused to yield up the men who have taken sanctuary in their dominions, and Russia has broken off her diplomatic relations with the Porte.

Advices from Constantinople of the 19th ult. state that the greatest activity prevailed both in the Military and Naval departments, and that preparations are making for war. The naval force is described to be very strong, and in readiness for active service; the military, numbering 100,000 men, were under active drill from morning till night.

IMPORTANT NEWS OF SIR J. FRANKLIN'S EXPEDITION.

The public will be gratified to learn, from the following official communication from the Admiralty, that there is at last some glimmering of hope as to the safety of the adventurous leaders of the Arctic expedition :—

"Admiralty, October 4, 1849.

"From communications made this day to the Lords of the Admiralty, by the Editor of the *Shipping and Mercantile Gazette*, evening newspaper, some hopes are entertained that the news brought by Captain Parker, of the *Truelove*, arrived at Hull, from Davis' Straits, of Sir John Franklin's ships having been seen by the natives as late as March last, beset by the ice in Prince Regent's Inlet, is not without foundation.

"From the same source reports have been received that Sir James Ross's ships are in the south of Prince Regent's Inlet, and that the vessels of both expeditions are safe.

"This hope is somewhat strengthened by the telegraphic message to the Admiralty since received from the Mayor of Hull, where the *Truelove* arrived last night."

The following gratifying letter has been this day received at the Admiralty, from the owner of the vessel which yesterday brought to Hull the welcome news respecting the missing voyagers :—

"Hull, October 4, 1849.

"SIR,—I had the satisfaction of making a short communication this morning by telegraph, relative to Sir John Franklin's expedition. I have now to forward for the inspection of their lordships the Admiralty chart of Baffin's Bay, &c., which Captain Parker, of the *Truelove*, has put into my hands, together with his remarks, which will perhaps convey better information than any lengthened detail of mine; and a rough sketch made by an Esquimaux, given to Captain Ker, of the *Chieftain*, who handed it over to Parker.

"It appears that the *Chieftain* and other ships got to Pond's Bay a day or two before the *Truelove*; immediately they reached that place, some of the natives went on board, and, without

questioning, the man drew the sketch, and by signs and in words of his own language, understood by the Masters of the whalers, stated that two of the ships had been frozen up for four years on the west side of Prince Regent's Inlet, and that the other two had been frozen up on the east side for one year—that the two ships which had been there the longest had tried to get beyond Cape Rennel, but not being able, had come into Prince Regent's Inlet to winter, where the ice had not broken up since—that he and his companions had been on board all the four ships in March last, and they were then all safe. After receiving this account from the Master of the *Chieftain*, Mr. Parker turned his attention to the endeavour to reach Prince Regent's Inlet, or at any rate to examine Lancaster's Sound, for the purpose of giving such information as might be obtainable of the state of the country, &c., and of using his utmost efforts to carry out the instructions of their lordships. He accordingly left his fishing ground off Scott's Bay, and proceeded north on the 22nd July, on the passage to Lancaster's Sound, and having met with the *Advice*, of Dundee, Captain Penny, (with whom he was on friendly terms,) agreed to accompany him. At that time both the ships were well fitted, the *Truelove* having 145 tons of oil on board, and the *Advice* 140 tons; but the Master's judgment, (and rightly so,) that, although the risk was great, with such valuable cargoes on board, they would be disgraced if the attempt were not made to render all the assistance which they were capable of doing.

"On the 5th August they got as far as Croker's Bay, where they were stopped by a solid body of ice, stretching across the straits to Admiralty Inlet: and no water being visible to the westward, they were compelled to return, coming close in with the edge of the ice, and on the 8th of August Mr. Parker landed a cask of preserved meats and 30 bags of coals (which had been sent on board by Lady Franklin) upon Cape Hay, deposited the letters, cylinders, &c., according to the instructions of their lordships, and having erected a high pole to attract the attention of the ships or boats which might pass at a future time, they made the best of their way back to the fishing ground, which they reached on the 17th August.

"I trust their lordships will consider that this attempt to reach the expeditions may be worthy of favourable consideration, and be disposed to recommend some compensation for the risk run and the loss of time occasioned thereby; but this is a point which the present is not a fitting time to urge, and I merely allude to it, lest it might be imagined that any future application was an afterthought not worthy of notice.

"The innumerable interruptions arising from the anxious inquiries of the public generally, on the subject which so long has interested them, must be my apology for any errors or omissions which I may have made; and all that I would venture to add is the expression of my earnest hopes that this information, however imperfect, may ultimately lead to the adoption of such steps as may extricate those brave men from a state of danger and difficulty.

"If their lordships wish for further information, or to submit specific questions, my humble endeavours shall be used to obtain correct answers; and if they would prefer that Mr. Parker should attend in London, he is ready to do so, on receiving orders to that effect.

I am, Sir, yours,

THOMAS WARD."

SIGNALS FOR SHIPS.

We pointed out in a former paper the necessity of vessels in dark nights, or during dense fogs, using Signals at regular intervals, to tell of their whereabouts, and enable them, if possible, to steer clear of danger. Since the unfortunate collision between the *Europa* and the *Charles Bartlett*, which elicited our first remarks, public attention has been directed to this subject. We are glad to hear that the matter is now under the consideration of the Board of Admiralty. Capt. Hall, formerly in *H. M. S. Vindictive*, on this Station, and now in command of the Coast Guard at the Scilly Islands, has submitted to the Board several propositions, which, if generally known and generally put in practice, are likely to prevent the recurrence of such another catastrophe.—The suggestions, we understand, have been favourably received. Their necessity is apparent, and their simplicity, utility and practicability lead us to hope that they may be universally adopted. The following are Capt. Hall's "proposed Laws and Signals for Ships of all Nations, during fogs and dark nights :—

I. All vessels, including coasters and pilot boats, to carry one or two large rattles, in addition to their bells or gongs.

II. Steamships to have a whistle fitted as rail roads have, instead of the rattle.

III. When within 200 miles of any coast, and in all channels, during foggy weather, rattle to be sprung and steam whistle sounded every half hour; when more than 200, every hour, or as much oftener as the captain may order. This to be entered in the logs.

IV. Penalty and damages to be paid by the vessel which has neglected to sound at the times above named. The evidence of the watches on deck to be received upon oath to determine that point.

V. Upon any vessel hearing a fog signal, at once to repeat it, and show the course she is steering. The course the other steers to be then made.

VI. This is to be shown by the following signals, and it is requisite to bear in mind that the bells or gongs are to be sounded in