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**Further Overtures for Peace from Russia Declined by France and England.**—The *Times* states that the Russian envoy at Paris has been informed by the French Minister of Foreign Affairs that the Emperor of Russia's willingness to take a new note into consideration, and the offers of the representatives to draw it up, are too late. The French and English governments have sent notes couched in decided terms to the Russian government, intimating that they are united in their resolve to maintain the sovereignty of the Sultan and the integrity of the empire.

The miscellaneous items of intelligence from the continent are of no great moment.

There is some talk that the Earl of Elgin is to be made a marquis.

Ledru Rollin has purchased a patent for washing wool, so as to convert the grease into soap, and intends to become a soapboiler at Bradford, Yorkshire.

A letter from Smyrna, dated Sept. 23 advises that Martin Koszta had that day sailed for the United States.

Whitworth & Co's mills, at Lee Bridge, Yorkshire, were burnt down. Loss \$300,000 to \$400,000. 1400 hands were thrown out of employment.

The cholera continued among the passengers of the American emigrant ships Isaac Wright and Silas Greeman, which put back to Liverpool.—50 deaths occurred on board the former ship before she put back to Liverpool, and others daily taking place. The Silas Greeman had lost 24.

The disease does not seem to have yet obtained a foothold either in London or Liverpool, and at Newcastle and other places it is subsiding very fast. In London, for the week ending Sept. 30, there were 47 deaths of cholera.

Miss Drax, a young lady of fortune, lately eloped from Charborough-park, Blandford, with Capt. Francis Augustus Plunkett Burton, of the Coldstream Guards, only son of Rear Admiral Burton, of Dunstall-priory, near Eynsford, in Kent, to whom she was married the next day in London.

The despatches per the Levant, from Constantinople, at Marseilles, were telegraphed in cipher to the Foreign-office, to prevent their contents from transpiring.

It is stated that the 30,000 men whom the French Government have decided to hold in readiness to send to Constantinople, are to be composed of 10,000 men from the troops in Algeria, and the rest from the home troops, principally those lately at the camp of Helfaut. The number which England is to furnish in her turn will not be, it is said, more than 10,000, who are to be embarked at several of the Channel ports.

At Constantinople, the Sophtas, or students, the Hadjis, professors, and the Ulemas, were exerting themselves to keep up the enthusiasm against the Russians, but which had no need of such a stimulus. Not only had nothing been said of concession, but few or none desired that the quarrel should be decided in any other way than by arms. Even the chances of defeat appear to have produced no effect on the public mind.

The Hospodars of Moldavia and Wallachia have announced to the Divan that they are ready to pay the usual tribute.

Omer Pacha has at the present moment nearly 117,000 men under his command, and before the winter he expects to raise it to 150,000.

The Russian corps for the Caucasus was said to amount to 80,000 men.

Accounts from Constantinople state that, on the night of the 26th of August, a disastrous fire broke out at Askizaara, a flourishing town of the province of Philopoli, and burned for seven hours without interruption. In all 1200 shops, 30 houses, 10 oil magazines, 3 khans, 3 public ovens, a mosque, 3 schools, the Excise-office, and several other public buildings were consumed.

**AUSTRIA.**—The Emperor's marriage with the Princess Elizabeth of Bavaria, has been fixed for the 24th of April, 1854. At present it is understood that the bridal tour will be in the Tyrol.

**GALATZ, Sept. 17.**—There are no transactions in the grain market, and the quantities on hand are immense. There are now in this place from 35,000 to 40,000 kilogrammes of white wheat, from 8000 to 9000 kilogrammes of red wheat, 160,000 kilogrammes of maize, and 25,000 kilogrammes of rye.

**SYRIA.**—Beirut, Sept. 30.—There have been riots in the province of Napolis. 200 persons were killed, and quite as many were wounded. The authorities had not the power to interfere. The Christian population of the Lebanon is in a state of anarchy, and the Druses refuse to obey the government.

**FRANCE.**—A despatch dated Paris, Oct. 5, says:—The funeral of M. Arago, who died a few days ago, took place to-day. A brigade of infantry marched with the procession, and the Emperor was represented at the ceremony by Marshal Vaillant, Grand Marshal of the Palace. Though it rained incessantly, at least 3000 persons followed the funeral procession to the Cemetery of Pere la Chaise.

The Academy of Sciences has just lost another of its members in the person of M. Auguste St. Hilaire, of the section of botany, at the age of 74.

**PARIS, Oct. 6, eve.**—Private letters from Constantinople, of the 25th, state that two envoys had arrived there from the Circassians, with the object, it was believed, of demanding assistance against the Russians, and of combining a plan of operations on that side, should hostilities commence. The same excitement that has so long prevailed still existed, and the cry for war against the invaders of the Ottoman territory was unanimous.

The French and English governments have each addressed a note (termed here a manifesto) to the

Russian government on the non-acceptance of the Turkish modifications. These notes are said to be couched in decided terms, and reply very forcibly to the last note of M. de Nesselrode. It is intimated that England and France are united in their resolve to maintain the sovereignty of the Sultan and the integrity of his empire.

"The Solon," says the *Bulletin de Paris*, "has carried the order to the admirals at Besika Bay to pass the Dardanelles. This measure will not modify the situation which had already been marked by the anchoring of the frigates before Constantinople, but it will complete it. The fleets are to enter the Bosphorus on the 7th inst. They will not anchor at the Golden Horn, on account of the number of merchant vessels there, but will be a short distance from it."

It has already been stated that more than 800 Poles have inscribed their names at the Turkish Embassy and offered their services to the Porte in event of a war with Russia. The *Presse* now publishes a letter addressed to Redschid Pasha by M. Christian Orstowski, and written in the name of his fellow-countrymen, repeating this offer to the Turkish Minister of Foreign Affairs.

Letters received from the Danubian Provinces, of the 20th ult., state that the cholera was making great ravages amongst the Russian troops, as well as the population.

Mr. Soule arrived at Madrid, 29th ult. The Government, it was said, had resolved to receive him as the envoy of a friendly power, and to await his acts.

**CHINA.**—There is no doubt that it is the intention of the rebels to proceed at once to Peking. Their intention is to hold Nankin, having fortified it, while they attempt the capture of the capital. General Heang, the Viceroy of seven Provinces, who has failed to stop the rebels, has been ordered up to Peking to lose his head.

The whole country seems hostile to the Manchus, and will turn instantly the insurgents arrive at Peking to issue their mandates.

**BRITISH SHIPPING.**—A return to the British parliament has just been printed of the number and tonnage of vessels built and registered in the ports of the British empire in each year, from 1815 to 1853, with other particulars connected with shipping. In the United Kingdom, in the year ended the 5th January last, 712 vessels, of 167,491 tonnage, were built and registered in the United Kingdom. In 1852 the total number for the United Kingdom, Channel Islands, and British plantations, was 1,382 vessels built, of 253,679 tonnage. On the 31st December last, there were 243,512 men employed in navigating the vessels belonging to the several ports of the British empire. The vessels numbered 34,402, and the tonnage 4,424,392. Last year there were of British and foreign 6,739,169 tonnage in the foreign trade of the United Kingdom that entered inwards, and 6,872,581 tonnage outwards, in the same year. In the coasting trade in the year ended the 5th January 1852, the amount of tonnage employed, including the trade between Great Britain and Ireland, was 12,475,401, that entered inwards, and 13,441,815 that cleared outwards. In 1852, the number of ships built in foreign countries, purchased by British owners, and to which British registers have been given, was 28, and the tonnage 6,724.

**DREADFUL RAILWAY ACCIDENT IN IRELAND.**—A dreadful accident occurred on the Great Southern and Western Railway, near Dublin, evening of 5th Oct, by which 14 persons were killed and about fifty others seriously wounded. The facts are these: The express train from Cork, with first and second class carriages, started at 1 o'clock yesterday afternoon, and on nearing Straffan, shortly before 6, its progress was arrested by the breaking of the engine. Telegraphic signals were instantly transmitted along the line to stop the goods trains, which were following on the same rails, and the guard also ran back, in order to prevent their approach, if possible. Unfortunately, however, the signals not being perceived, the first goods train ran into the express train, and disastrous results ensued. Several passengers, including Dr. Cusack, jr., had previously jumped out of the carriages; but two ladies who sat in a first class carriage, against which the engine of the goods train struck, were killed instantaneously; the body of one of the ladies was literally severed in two. A Mrs. Farrell had her leg torn away and her arm broken; and Mr. Jelly, of Maryborough, had his head torn off. As well as could be ascertained, it was believed 10 persons were killed; seven were brought to Steeven's Hospital very dangerously wounded, one of whom has since died, and three more not expected to recover; and several others were more or less injured.

Amongst the passengers were Captain James Collis, the commander of the *Times* steamer, on which the fatal accident occurred a few months back off the Pigeon House Fort by the bursting of the boiler plate, and whose activity and humane conduct upon the occasion elicited so much praise. Captain Collis got out of the train when it came to a stand. His example was followed by a few other gentlemen. An English gentleman, whose name he did not ascertain, remained upon the embankment with him. The others, all, unfortunately, returned to their carriages.

And here a most melancholy episode occurred. The English gentleman was accompanied by his sister, his wife (a beautiful young lady of one-and-twenty), and their little child, an infant of about nine months. A passenger, a Mr. Jelly, of Maryborough, a very large, fine-looking gentlemanly man, had got out of the carriage in which the two

English ladies and the baby were, and stood talking with Capt. Collis; but, on seeing the cattle train coming along, he got in again, and stood in the door-way watching its approach. The ladies got alarmed on hearing that the train was coming, and wanted to get out, but the English gentleman advised them to stay as they were, and he was about to get in himself, and was only waiting for Mr. Jelly to get out of the doorway, when the collision took place. Mr. Jelly was instantly decapitated, both his legs cut off, and his body torn to pieces. The ladies were both killed, and the agony of the unfortunate husband and brother, when he cast himself upon the lifeless body of his young wife, was quite indescribable. The baby was extricated from under its unhappy mother and aunt, and was living.

When Captain Collis saw the train approaching, he checked the other gentlemen who were about to enter the carriages, and advised them to wait, as there was no calculating the speed at which a train, end on, was approaching. He glanced along the shining part of the rails, and observed by the glitter of the reflection from the lamp that the speed was full. The train was then within a couple of hundred yards. He at once shouted, "My God! she's coming at full speed! Look out—look out!" And, turning round, he sprang over the wire fence into the field! Mr. Leitch followed his example, but fell. Mr. Connor and Mr. Kelly threw themselves on their faces, having no time to retreat. Captain Collis having gained the field, looked round, and saw the scene we have described. When the engine came to a stand-still in the midst of the ruin, he jumped back again and ran with Messrs. Leitch, Kelly, and Connor, to assist the wounded. They had dragged a few out, and all who were able to move had congregated around the shattered train to render aid. When he noticed the violent throbbings of the engine, he sang out for the engineer, who was helping to extricate some passengers, and bid him instantly jump on the engine and blow off the steam, or they would have an explosion that would destroy them all. The engineer did as he was ordered, and thus the lives, in all probability of even more than had been sacrificed by the collision, were preserved. Captain Collis counted fourteen dead bodies, and helped to extricate about fifty wounded people—a labor which occupied some hours—and he arrived in town about midnight.—*Dublin paper.*

**DREADFUL SHIPWRECK.**—To the above dreadful disaster we have to add another, the loss of the emigrant ship *Annie Jane*, from Liverpool for Quebec. The *Liverpool Times* says:

"This really fine ship left the Mersey on the 9th Sept., and about thirty hours after her departure was spoken on the north-west coast of Ireland. During the prevailing violent gales, however, she was dismasted, and was totally lost on the night of the 28th Sept. on Barra Island. Sad to relate, upwards of three hundred of the passengers and crew have perished. From a letter received by the owners from the captain we learn that, during the succession of heavy gales he was drifted as far north as lat. 60, and that on the above night, with a strong westerly gale, he was not able to clear the land on either tack. In five minutes after she struck the ship was dashed to atoms, and only 102 of the whole complement of crew and passengers saved."

The Captain [Mason] drifted ashore on a part of the poop deck, very much bruised. The passengers were probably Irish emigrants. The *Annie Jane* was of 1294 tons register, had just been classed at Lloyds for the highest grade for colonial ships, and was in every respect a very superior vessel. She had on board an exceedingly valuable cargo.

#### Arrival of the NIAGARA.

[By Telegraph to the News Room.]

The steamship *Niagara* arrived at Halifax on Wednesday night at 11 1-2 o'clock with Liverpool dates to the 14th—bringing 145 through passengers.

The *Queen* had returned to London, and all the ministers were assembled. It was not the intention to summon Parliament unless events became more threatening.

A Cabinet Council sat 5 hours on the 12th. Proceedings not announced.

The Sheffield manufacturers had memorialized the government against war in aid of Turkey.

Turkish hostilities will be immediately followed by a rise in the price of iron.

The Paris correspondent of the *London Times* writes that in the private Constantinople letters the Eastern question is examined in every point of view, and the conclusion unanimously come to is that there is no escape from war.

The *Globe's* Paris correspondent says "notwithstanding all that we hear of preparations for war, the impression here that peace will be preserved is general."

Large meetings have been held in London in favor of Turkey. Thousands attended.

Napoleon is reported to have stated on the 12th that unless Russia yields, war must be proceeded with.

Miss Cunningham was liberated from prison at Florence.

Austria continues to augment its forces on Turkish frontier.

**EASTERN QUESTION.**—The news is important and warlike. The Sultan has appealed to the moral, and, if necessary, to the material aid of France

and England by demanding the presence of their fleets before Constantinople.

Trieste letters of the 12th says that a Declaration of War was published in an Imperial manifesto, and was posted on the walls of all the Mosques.

Omar Pacha on the 9th, formally summoned Gortchakoff to evacuate the Ottoman territory. If Gortchakoff refers to his Government, Omar will allow 15 days, but if Russia definitely refuses to leave, Omar will commence hostilities at once, but in the meantime will not cross the Danube. This would delay operations until the 24th.

A levy of 150,000 additional Turkish troops have been ordered.

The Clergy had offered to place 200,000,000 of piastres of Church property at the Sultan's disposal.

The opinion is that the French and English will allow the Turks and Russians to fight their own battles, but if Turkey is defeated will prevent the Russians from marching on Adrianople or Constantinople.

Neither France nor England are arming openly, but both countries are in a very effective condition.

The Russians are on their part active. General Luderz had arrived at the camp. The troops were in motion up the river; 15 battalions of infantry, with 32 pieces of artillery had marched through Bucharest.

Russian agents are actively at work stirring up insurrection in Turkey.

A number of English officers, most, if not all, belonging to the Indian service, are moving between the Turkish camps, and a number are also on their way to Constantinople.

Wheat and flour were active, transactions large. Flour—Western Canal, 33s. 6d.; Baltimore, Philadelphia, Ohio, 34s. 6d. a 35s.; Canada 33s. a 34s. Mr. Jackson made his official visit, 8th inst.

The Russians captured the fortress of Ahmetze, an important stronghold of India.

## Domestic.

### A Geographical Problem solved.

After a long series of brave and venturesome attempts, spread over a lengthened succession of years, and involving the expenditure of an immense amount of both public and private capital, British enterprise and perseverance have at length been rewarded, by the positive discovery of the long sought NORTH-WESTERN PASSAGE between the European and Asiatic portions of the Globe. Commander McClure, of H. M. Ship Investigator, who has been for upwards of three years past engaged in searching for Sir John Franklin and his lost companions, has successfully navigated his vessel round the Northern boundary of the American Continent; having entered the Arctic waters by Behring's Straits, and issued from them through Davis's Straits; thus setting at rest for ever the question, whether such a passage was really practicable. Commander McClure has unfortunately obtained no clue whatever to the fate of Sir John Franklin's expedition; but he has earned for himself the distinguished honour, of having solved the great geographical problem, which has so long excited the enterprise of navigators and of Governments, and without the loss of a single man of his crew.—*Observer.*

**SCREW LINE OF STEAMERS.**—The *Freeman of Saturday* informs us of the intention of Messrs. Reed's & Wright's to place upon the route between St. John and Liverpool, a line of screw steamers to ply once a month, provided the Province will assist the undertaking to the extent of £10,000 a year for ten years. We are decidedly of opinion that this enterprise is deserving of Legislative encouragement as much so as Cunard's or Collins's.—[*M. News.*]

**A SAD ACCIDENT.**—We regret to learn that Mr. Charles Smith, (sparmaker), while at work in Mr. Sulis's Ship yard, back score, Lower Cove had his back broken a few days since, by a stick of timber falling upon him, and he now lies in a very precarious state. Mr. Smith's brother met with a precisely similar accident about a year since, from the effect of which he died in a few days.—[*News.*]

A boy named Lee, aged 11, was drowned, between 6 and 7 o'clock, on Friday evening, at the end of the North Market Wharf.—[*Freeman.*]

### From the Pictou Chronicle. 17th Oct.

On Saturday morning the Court again met, the justices in the mean time had the matter under their most careful consideration, and all the necessary legal preliminaries having been complied with, the decision of the Court was announced, which was to the effect, that, William Raymond Belyea, J. D. Turner, Patrick Treanor, John Christie, James Webster, William Mills, William McKenna, and John Donnelly, be committed to prison (in the mean time without bail) to await their trial for not having used all the means within their power for saving the ship, and for having feloniously taken away the boats belonging to the vessel, thereby impeding the escape of those who were on the wreck, and causing their death. We believe that the offence with which these men are charged comes within the jurisdiction of the Court of Vice Admiralty; but by an Imperial statute the Criminal business of that Court is transferred to the Supreme Court for the County next adjoining to the place where any offence may be committed. It is certain however that they cannot be tried at the term of the Supreme Court, which commences its sittings here to-day; for the want of a legally impanelled jury. It is well that it is so; for in the present excited state of feeling in this community, and throughout the county, the prisoners could not have a fair trial, and the promptings alike of justice and mercy might be disregarded.