

"I would drag thee from that blood-bought throne, and dash out thy brains on this marble floor, to avenge the death of my murdered children!"

The bashaw now foamed with rage, and would have shot Oglanli dead, had not a thought, which suggested a last hope of getting possession of the Jew's money, at that moment entered his mind—he would threaten all of Oglanli's race with death just at the moment the executioner should raise the axe to chop off his head.

The bashaw now sent for the high sheriff, who soon appeared, axe in hand.

The bashaw ordered him to decapitate Oglanli forthwith. The sheriff dragged the helpless victim to the block. He raised the axe, but, when about to strike, a messenger from the bashaw arrested his hand.

He addressed Oglanli.

"The bashaw," he said, "swears that if thou yield not your money, he will put to death every Jew in Tripoli, of your blood."

"Tell the incarnate fiend," said the Hebrew, triumphantly, "that of the once numerous family of the Oglanlis, I am all that remains—the last of my race!"

And breathing forth a last and fervent supplication to Heaven, the old man calmly placed his head on the block.

The axe fell and he was no more!

Gleanings from late Papers.

COMMENCEMENT OF THE WAR WITH PERSIA.

Whatever the motive, whatever the policy, and whatever the result may be, the fact is certain, that England is once again at war. The mail just arrived from India brings with it the announcement that the Governor General, by command of the English Government, has published in the two principal cities of the Empire a formal proclamation of war against the Shah of Persia. This took place at Calcutta on the 1st, and at Bombay on the 10th, of the last month. Three days afterwards the expedition, so long in the course of preparation at Bombay, lifted its anchors, and sailed for the waters of the Persian Gulf. Thus, then, is the country launched upon a second war, the dimensions and probable consequences of which it is, at this moment, utterly impossible to foretell.

What are the causes which have led to this calamity? Not a syllable of information having been afforded upon that subject by the Government at home, we turn, with anxious curiosity, to the proclamation of the Governor General of India to discover why it is that the power and resources of the Empire are again to be embarked in the wasteful expenditure of war. The investigation is by no means satisfactory. The proclamation tells us that "in the month of January, 1853, certain articles of agreement were concluded between Lieut.-Colonel Shiel, her Majesty's Envoy Extraordinary and Minister Plenipotentiary at the Court of the Shah of Persia, and his Highness the Sader Azim, or Prime Minister of the Persian Government. By those articles the Persian Government engaged not to send troops to Herat, on any account, unless foreign troops, that is, troops from the direction of Cabul or Candahar, or other foreign country, should invade Herat. In the event of troops being sent, the Persian Government engaged that the said troops should not enter the city of Herat, and that, on the return of the foreign troops towards their own territory, the Persian troops should be immediately withdrawn from the neighbourhood of Herat to Persian soil. The Persian Government also engaged to abstain from all interference whatsoever in the internal affairs of Herat, whether in taking possession, or occupying, or assuming the sovereignty, or governing, except in so far as interference existed between the two parties during the lifetime of the late Yar Mahomed."

Now, it must be obvious to every one who reads these passages of the proclamation, that the engagements specified as having been reciprocally entered into by the representatives of the two Governments, are, to use the very mildest form of expression, "perplexed in the extreme." We must frankly declare that, in all our experience of these matters, we cannot remember to have met with any previous convention between States, which required so many conditions to its fulfilment, or so extensive an amount of good faith and good conduct to avoid an infraction of it. After all that one has heard of Herat, it seems about the last place that one would like to guarantee against attack. It seems, however, that we have not only guaranteed it against attack, but against much more—against even the approach of troops—against the threats of its neighbours—against the bare suspicion of hostile designs. On the other hand, the Shah of Persia clearly has the right to march against Herat, according to the terms of the treaty, if he so much as suspects a design against it; and if his march produces a similar movement on the other side, he has the ordinary right of States to prosecute the war to its natural results. So by the treaty we put ourselves in this case—that if the Shah of Persia could but show he had reason for suspecting mischief on the side of Cabul or Candahar, he had a right to take that first step which has led, by inevitable consequence, to the present state of things.

This is what has actually happened. The Shah of Persia does allege that he had reason to suspect mischief from Candahar. The English Government asserts that he had no reason to entertain such an apprehension. The Shah persists in his own view of the matter, and marches in force upon Herat. The English Government having warned the Court of Teheran of the groundlessness of the suspicions it professed to entertain, demands that the Persian force before Herat shall be withdrawn. The Shah resists the demand, and redoubles his efforts to get possession of the "independent city." This is regarded by the English Government as a flagrant breach of the treaty of 1853; and all remonstrance having failed, war is declared.

The circumstances which we have thus briefly epitomized are recapitulated more at large in the proclamation of the Governor General of India. We are there told that "so far back as December, 1855, the Persian Government, by an article in the Teheran Official Gazette, announced its intention of despatching a force to Herat, alleging that the Amer Dost Mahomed Khan, the ruler of Afghanistan, had been instigated by his 'neighbours' to possess himself of Candahar; that having, with their assistance, succeeded in that enterprise, he meditated an advance upon Herat; and that an armed demonstration in the direction of Herat was required for the preservation of tranquillity in Khorassan." "This assertion (continues the proclamation), that the ruler of Afghanistan was instigated by his 'neighbours' to occupy Candahar, or that he was assisted by them in possessing himself of that city, or that he received advice or encouragement from them to advance upon Herat, was—if by those 'neighbours' the British Government is indicated—wholly untrue. No such instigation, or assistance, or encouragement (direct or indirect) had been given by the British Government; nor, so far as the British Government is informed, had there been, when the assertion was made, any act on the part of Amer Dost Mahomed Khan evincing a design to advance upon Herat. Nevertheless, the Persian Government has executed its intention. Not only have Persian troops invaded the territory of Herat, although the contingency which alone could justify such an act has not come to pass, but they have laid siege to the city, and have interfered in its internal affairs; while the Government of Teheran has not only assumed the right to nominate the ruler of Herat, but, in addressing the present chief of the city, has declared Herat to be Persian soil."

The Governor General then proceeds to say that "the conduct of the Persian Government has been pronounced by her Majesty's Government to constitute an act of open hostility against Great Britain. Reparation has been sought, but without success. The withdrawal of the Persian troops from the neighbourhood of Herat to Persian soil has been demanded, as a preliminary to the adjustment of differences to which the acts of Persia alone have given rise; but the demand has been evaded, and, according to the most recent accounts, a Persian army still invests Herat. Friendly remonstrance having failed, and a reasonable requisition having been rejected or put aside, it becomes incumbent on the British Government to take measures by which the Persian Government shall be convinced that solemn engagements contracted with Great Britain may not be violated with impunity, and by which effectual guarantees against continuous breach of faith shall be secured."

So the word is given; and a British armed flotilla quits Bombay for the Persian Gulf, where its future operations will be guided by such instructions as the progress of events, and the policy of the British Government, may demand. Having carefully reviewed the whole of the allegations set forth in the proclamation under which the war is declared, we confess we do not very distinctly see what possible advantage can accrue to England, or to British India, even by the immediate attainment of all the objects for which it is undertaken. Not a particle of proof has ever been afforded to show that Herat is worth a tenth part of the pother that has latterly been made about it—much less that it is worth the cost of a war, not to attack it to the territory of the British Crown, but simply to maintain it in that state of doubtful independence which it is presumed to have possessed "during the lifetime of the late Yar Mahomed."

A daily contemporary, having, like ourselves, reviewed the whole of the grounds put forward as a justification for the step which the Government, without any consultation with Parliament or the people, has ventured, upon its own responsibility, to adopt, indignantly observes:—"We say it deliberately, that, on the face of the proclamation before us, England does not know what she is fighting for. We are going to make war we neither know why nor venture even to pretend why. We don't know, nor does the proclamation explain, whether Herat itself, under evil counsels, may not have repudiated, contrary to the terms of the treaty, the existing lawful interference of Persia in its internal affairs. As to the other occasions for war, the proclamation does, indeed, vouch for the good conduct of the Afghan Ameer and our own good faith; but this we have to take on the word of the Government of India. We, at this distance, know little more of the matter than that Dost Mahomed has lately taken possession of Candahar, and that there certainly have been some negotiations of one sort or another, which Indians seemed to think of a very hopeful character. Considering that these things are never known, except through the medium of blue-books published long after the event, and considering how experience proves that on Eastern affairs even blue-books are not to be trusted, we must repeat that neither as to the internal nor the external affairs of Herat have we sufficient information, nor are we likely to have, to justify this war." There is much truth, as well as much force, in these remarks; and unless the Shah of Persia should at once succumb to the powerful demonstration now made against him, the war just commenced may prove to be one of the fiercest and costliest in which this country has ever been engaged, and which may extend from the confines of India to the shores of the Euxine, and even to the waters of the Baltic itself.—*London News of the World, Dec. 21.*

DISASTERS AT SEA.

FEARFUL COLLISION AND LOSS OF LIFE IN THE NORTH SEA.—OFFICIAL DEPOSITIONS OF THE SURVIVORS.—Mr. David Mason, late mate of the Messenger, states that that vessel was in ballast and on a voyage from London to Shields. She left the Thames on the 4th instant, and on the 6th, about five a. m., when between Leadam and Sunderland, some fifty miles from the land, observed a steamer approaching, apparently steering W.S.W. with her white and red lights visible. The Messenger was steering at S. by W., the wind about W., which course was kept. When about two or three ship's lengths from the steamer, noticed that she ported her helm, and as the brig was going fast through the water, probably eight or nine knots an hour, the steamer had not sufficient power to cross the brig's bows, but struck her amidships, putting her jib-boom and bowsprit into the foretopmast stay, carrying the jibboom and bowsprit away, and cut the brig down into the mainhatch combings, when the steamer went back, and he (Mason) finding the brig sinking, jumped on board the steamer, and five or six minutes afterwards the brig sunk, with the master and five of the crew, namely, Peter Park, master; David Falconer, cook and steward; David Ferguson and Thomas Cooper, seamen; and Matthew Fitzgerald, apprentice. The other seaman, James Crowthers, sprang on board the steamer at the time of the collision. She remained a short time to ascertain whether any of the crew could be saved, but nothing was seen of them. He saw one of them, and threw a rope out, and although the man took hold of it, he lost it in a few seconds, and disappeared. He (Mason) believed that the brig went down with the crew in her rigging. As soon as he got on board the steamer, he called out, "to lower a boat and endeavour to save life." Some one answered, "It is no use," and no boat was lowered. He was of opinion that a boat might have been of service if lowered immediately. Apparently there was no difficulty in getting out the life-boat, which was on deck, but no attempt of the kind was made at the time of the collision. The brig just before she was struck was steering N. by W., and the steamer W.S.W., it was blowing a strong breeze, the water tolerably smooth, and the brig was carrying single-reefed topsails, fore-sails, jib, and main trysail. Had the steamer placed her helm starboard, she would have easily gone astern. The weather at the time was clear.—Captain R. C. Baldwin, commander of the James Hartley steamer, has made the following deposition of the catastrophe:—"The steamer left Cronstadt on the 8th November, and Elsinore on the 2d instant for Hartlepool. On the 6th, 4 10 a. m., Sunderland North Light bore W., by compass, distance about three to four miles. Steamer steering S. and by E. by compass off the Hartlepool Hough Light, proceeding at the rate of about five knots an hour, under steam. Blowing very hard from S. W. by S., with violent squalls. Descried at some distance a dark object, broad on her port bow, but could not make out what it was. At first supposed it to be a coble; proceeded on until they found it to be a vessel. When about the distance of a quarter of a mile, ordered the helm to be put hard a port, which was done. The steamer then came with her head to the S.W., but the vessel still continued her reach. Fearing a collision might occur, stopped her engines and reversed her stern full speed, at the same time hailing the vessel to put her helm down, which by all appearances was not done, in consequence of which the vessel's fore-rigging caught the steamer's bowsprit and jibboom, which broke away, and the vessel then fell athwart the steamer's bows, between the fore and main-rigging, but by the steamer backing astern, she cleared the vessel, which was under press of sail, sailed on for about fifty or sixty yards, when she sunk with those on board, excepting two who had got on board. The steamer remained near the spot for about a quarter of an hour. He (Captain Baldwin) ordered the lifeboat to be lowered, which the crew hesitated to do, as not a vestige could be seen of the wreck or of the crew. She then proceeded on to Hartlepool. Before the collision he could not discern any light on board the vessel, which the mate of the Messenger confirmed, by stating that no lights were exhibited whatever. The steamer's lights were all in their proper places. The James Hartley reached Hartlepool about 8 a. m., when the two survivors of the Messenger were landed. The Messenger was insured in several of the North clubs.

SHIPWRECKS IN THE CHANNEL AND LOSS OF LIFE.—The accounts received from all parts of the coast furnish a sad list of wrecks and casualties during the late heavy gales. In the more western portion of the English Channel, on Monday and Tuesday, a terrific gale raged from the S.S.W., with a tremendous sea. Towards the evening of the latter day it increased to a hurricane, the sea making a complete breach over the ships moored in the roadsteads. Near Falmouth, a fine barque named the Columbus, Captain Hayes, was driven ashore at St. Mawes Castle, and became a total loss. Similar bad weather appears to have been experienced all along the channel. A short dis-

tance to the westward of Portland, at Channel beach, on Tuesday afternoon, a Dutch barque, laden with rice, was carried ashore by the gale, and, melancholy to add, four of the crew perished. The ship was from Akyab, but her name could not be ascertained. The Welch coast suffered severely from the storm. The wreck of a schooner was passed some twelve or fourteen miles to the southward of Tuskar, and it is feared the crew have perished. The Irish packets running from Liverpool, Cork and Plymouth, had most fearful passages. The Trobadour, from Milford to Cork, had a marvellous escape. She was driven some distance up the St. George's Channel, and, having run short of fuel, consumed nearly 100 head of swine, so as to keep up steam and enable the ship's head being kept to sea to weather out the gale. She at length succeeded in reaching Kingston, with a large number of dead cattle on board. In Carmarthen Bay a French brigantine, the Clémence, in ballast, for Cardiff, was driven ashore during the height of the gale. A collision took place between the brig Beecher Stowe, bound for London, from Alexandria, with the Condor schooner, belonging to Hamburg, some 100 miles west of Rilly. It is feared that the Condor went down, and that two only of the crew were saved. The gales were very severe in their consequences on the north-east coast. Several vessels were driven on the rocks at Redcar. Amongst them was the Fear Not schooner from Dunkirk, Hoffing from the Humber, John and Eliza from London, Botsey of Yarmouth, the sloop Nancy from Scarborough, and the French schooner Augustine. The two latter sunk; the crews were happily saved. At the mouth of the Tyne, the Earl Talbot, from London, and the Free Briton, were driven on the rocks. The barque Cassibelanus, which left Liverpool on the 1st instant, returned on Tuesday, considerably damaged, having encountered a heavy gale from the south-west on the 5th and 6th, when off Tuskar. On the last named day she lost fore and main topmasts, and one seaman and an apprentice off the foreyard. The barque is in a perfectly tight condition. The accounts from the Irish coasts also speak of much havoc having been occasioned by the gales. Off Youghall a fatal loss is reported to have happened, but the name of the ill-fated ship had not been ascertained when this was despatched.

Intelligence has been received of the total loss of the barque Louisa Monro, Captain Richardson, on the Marlow Sands, near Milford. The captain and eight of the crew were drowned, and four of the later saved. The Louisa Monro was of 300 tons, and owned by Mr. Cross of this port. She was built in Sunderland in 1825.

The captain of the British barque Perthshire, which arrived at Savannah from the Clyde on the 19th instant, reports that on the 25th of October, on the south-east coast of Ireland, Tuscar Light bearing north-east, distant about forty miles, passed the wreck of a ship, and took off a Spanish sailor, who stated that his vessel was bound from Liverpool to New York, and that she was run into by a large ship, supposed to be a New York packet. All on board, some sixteen souls, are believed to have perished.

The new American liner Adriatic, Captain Coombes, which sailed from Liverpool on the 30th ult., for New York, with a large number of passengers and a full cargo of merchandise, suitable to the markets of the western continent, on board, drove on shore in Dunganary Bay on Monday night, and is likely to prove a total wreck. Three persons were drowned, but whether they belonged to the crew, or were passengers, has not been ascertained. The Adriatic was built in New York during the present year, and was on her first outward voyage to that port. She was of 1,400 tons register, and with the cargo on board, was worth about £100,000. She is chiefly insured in New York.

TWO SHIPWRECKS ON THE ISLE OF WIGHT COAST.—On Sunday it was rumoured that two French schooners had gone ashore during the previous night. This turned out to be the fact. They were both, it is understood, on their way from Lisbon to some port in France, and had been driven out of their latitude by the violent south-west gales, having in the first instance been impeded by the thick fogs which prevailed for several days, and which had prevented the crew from taking observations to ascertain the locality in which they were. One of the vessels was laden with oranges, and the other with linseed. The former went aground at Atherfield, and the latter in Chale Bay. The crews were saved, excepting one man and a boy.

DECLARATION OF THE FRENCH GOVERNMENT IN FAVOUR OF PRUSSIA.—The Government has declared in favour of the right of Prussia to Neuchâtel. The following article has appeared in the *Moniteur*:—"The great powers, in the year 1852, signed, at London, a protocol which establishes the rights of the King of Prussia over Neuchâtel. The Government of the Emperor, engaged alike with the other Cabinets, whatever might be his interest for Switzerland, could not disavow that which treaties had consecrated. In 1843 a revolution took place at Neuchâtel, and broke the ties which attached the canton to the King of Prussia. This Sovereign has constantly protested against the new order of things, at the same time expressly reserving his rights. In September last the conquered party endeavoured to take their revenge by invoking the name of the King. This attempt failed. The canton was occupied by the federal troops, and the Neuchâtelais taken with arms in their hands were brought before the Swiss tribunals. Prussia considered her honour engaged not to permit those who had raised the standard of the King, and who, according to their conviction, had fought for law and legality, to be tried for so doing. Owing to the geographical position of France, the attitude of its Government would necessarily have a marked influence upon the solution of this difference. The King of Prussia addressed the Emperor, expressing to him, in the most feeling terms, the great interest that he felt for the men compromised in his cause. He prayed his Majesty to call for their liberation, assuring him at the same time of his conciliatory disposition. The French Government, rejoicing in the ability to prevent a conflict between two powers with whom it had amicable relations, hastened to satisfy the wish of the King Frederick William, and, strong in its kind intentions towards Switzerland, and in the conciliatory sentiments of Prussia, it requested the liberation of the Neuchâtel prisoners. Unhappily, the counsels of France have been repelled; and the Federal Government has preferred to give way to the demagogical influence which surrounds it, rather than to accept of friendly advice, inspired only by the desire to resolve in a friendly manner, a question which, already too long in suspense, might, by becoming complicated, trouble the repose of Europe. Switzerland, then, must not be surprised if, in the progress of events, she fails to find that good-will which she could so easily have assured herself of at the price of a very slight sacrifice."

THE GRANADIAN DIFFICULTY ADJUSTED.—An official announcement appeared some days since to the effect that the order to blockade the coast of Granada had been countermanded. The Government seemed puzzled how to act, or were anxious to afford the defaulting State a little further time, and the threatened blow was suspended for a season. We now learn that no blockade will be necessary. Advice has arrived stating that the difficulty was removed, the claim of Mr. Mackintosh having been "adjusted." On what terms this adjustment was effected we are not informed. But the sudden change of policy, either on the side of New Granada or of the British Ministry, is curiously coincident with the promulgation of the late message of President Pierce. Some passages in that document may throw light on the affair. The United States, it appears, have also a "difficulty" with the New Granadians. The President observes:—"That the relations of the States with Mexico and New Granada are still embarrassing; that Mexico refuses compensation for past injuries; that it is necessary to demand reparation of New Granada for injuries done to the property of American citizens during a recent riot; that a naval force is maintained along the coast, and cannot be withdrawn till these questions are settled." The fact that the American Democrats have, or pretend to have, causes of quarrel against New Granada, is a sufficient reason why we should patch up our differences with that State. Whether Lord Clarendon has acted upon that notion is not yet known. But the issue is satisfactory at any rate.

RUSSIAN VICTORY OVER THE CIRCASSIANS.—The *Journal de Constantinople*, of the 8th, gives the following under the head "Serious News":—"On the 22d November the Russian General Philippon retook Soudjouk-Kale, and drove out the Circassians after an obstinate resistance. On the following day the same General captured a Turkish brig and eighteen boats, under pretence that their papers were not regular. Some other boats escaped, and got into Trebizond, where the Consuls drew up reports of the affair."

LIST OF AMERICAN VESSELS SOLD IN LIVERPOOL FROM 21st NOVEMBER TO 5th DECEMBER, 1856.

Name.	Measurement.	Where built.	When built.	Class.
	Old.	New.		
America,	690	Nova Scotia,	1848	A 1
J. Alexander,	171 111	P. E. Island,	1856	
Saxon,	218 178	P. E. Island,	1856	A 1, 7
Plover,	180 111	Pugwash,	1856	
John Bagehaw,	230 204	Harwich,	1845	
Bullfinch,	353 374	Sunderland,	1852	A 1, 8
Fanny,	201 158	P. E. Island,	1856	
Robert Barker,	491 454	P. E. Island,	1855	A 1, 8
Ewretta,	499 464	Quebec,	1856	
Donbinda,	165 113	P. E. Island,	1856	
Shark,	179 143	P. E. Island,	1856	
Conference,	966	Richibucto,	1856	
Ponoma,	1265	St. John,	1856	
Scotia,	973 921	Quebec,	1856	
Edinburgh,	892	St. John,	1845	
Elizabeth,	355 277	P. E. Island,	1856	
Bahiana,	320 274	United States,	1855	A 1

OUTBREAKS IN CROATIA.—Serious collisions between the populace and the authorities are rumoured to have taken place in Croatia. In 1848 the Austrian Government promised that certain ecclesiastical and seigniorial taxes should be abolished. The Government now seeks to enforce the tenth on wine, and the agitation among the peasantry in consequence has assumed a serious aspect.

MONUMENT TO MOORE THE POET.—The general committee of the national monument, to be erected in Dublin to the memory of the poet Moore, have finally, after several references and inquiries, selected as a site for the statue the end of College Street, opposite the eastern front of the Bank of Ireland.

LATE FROM CALIFORNIA.

New York, Dec. 28.—The steamer Illinois, from Aspinwall, arrived at this port this morning, with California dates to Dec. 5. She also brings upwards of 300 passengers, and nearly \$1,700,000 in treasure.

The Illinois connected with the Goldea Gate, and left Aspinwall on the 19th inst.

The California news is of but little interest. The reports from the mining districts are good, though there was still a want of rain in some districts.

The money market was unchanged.

Business at San Francisco unusually dull.

The news from Oregon and Washington Territories is unimportant.

Advices from the Sandwich Islands are to Nov. 19. An unusually large number of whaling vessels had arrived, most of which had been successful. The news from the whaling fleet is quite favorable. But few disasters are reported.

Dates from Panama are to Dec. 19th. The Panama Star contains an account of the war in Nicaragua, confirmatory of the advices received here by the Tennessee, but gives nothing new.

A British squadron arrived at Panama on the 18th Dec. Its object is said to be to examine into the practicability of establishing a naval depot in the Bay of Panama, probably at Taboga.

A letter from Carthagena of Nov. 23, states that the British difficulty was still pending, and the blockade of the New Granadian ports would commence immediately.

Dates from Valparaiso are to Nov. 16, and Guayaquil to Dec. 1.

Business at Valparaiso dull, and markets well supplied. Copper is held at \$20.

The revolution at Peru is on the increase. Two government vessels had gone over to the revolutionists, and President Castilla had denounced them as pirates.

SAILING OF FLEETMASTERS.—New York, Dec. 30th. The steamship James Adger sailed this forenoon, at 10 o'clock, from Pier four North River, for Norfolk, where she will take on board the passengers and freight of the Tennessee. The James Adger took out some 50 emigrants, and among the passengers was Gen. Wheat. The General has a shell with him, of a novel and peculiar construction, which will prove a formidable weapon in the hands of Walker. There was not a single U. S. Marshal or officer to be seen near the quay at the time of the steamer's departure.

NEW YORK, Dec. 30th.—British Ship Abandoned.—The ship E. Z., from Liverpool, brought the passengers and crew of the British ship John Garrow, which was abandoned in lat. 36 46, long. 57, when six days out from Savannah. The J. G. was an iron vessel, cotton loaded, bound to Liverpool. She sprang a leak in a heavy gale, which lasted from the 3d to the 5th, and where abandoned had nineteen feet of water in her hold.

NEGRO INSURRECTION IN KENTUCKY.—Louisville, Dec. 29.—Some negroes were examined, charged with the murder of a family named Joyce, on Saturday. The Court House was surrounded by an excited crowd, one of whom, brother of the murdered man, proposed that the negroes should be burnt on the spot. The crowd responded in favour of the proposition, but quiet was restored by the Court, and the negroes were remanded. The presumptive evidence against the prisoners is strong, but there is nothing direct, excepting the confession of one of them.

A TERRIBLE TRAGEDY.—On the 12th Dec. a bloody tragedy was enacted at Monmouth, Illinois. A Mr. Fleming and his two sons called upon a Mr. Crosier, at one of the hotels, each armed with loaded pistols, to force the latter gentleman into a retraction of a calumny affecting a daughter of Mr. Fleming. After some parley this was effected, when the elder Fleming withdrew from the room, and stood at the door with a pistol in his hand, to prevent interference with what was to follow. One of the younger Flemings then placed a pistol to Crosier's head, while the brother proceeded to horsewhip him. When three or four blows had been struck, Crosier drew a dagger, and succeeded in stabbing to the heart both the Flemings, and they died almost instantly. Crosier, who was engaged to the young lady in question, surrendered himself for trial. The Flemings are said to have been highly respectable farmers.

LYNCH LAW IN OHIO.—In Manchester, Adams county, Ohio, a few weeks since, a negro named Bill, who had committed a brutal outrage upon a white woman, was taken from the jail by an excited crowd and hung on a tree.

BOILER EXPLOSION.—The steam boiler of Ansable Forks Rolling Mill, Albany, exploded on Friday, killing two men and severely wounding six others.

MARINE DISASTER AND LOSS OF LIFE.—Schr. Louis A. Surette, Octave Surette master, of and for Eel Brook, Township of Argyle, from Boston, with part cargo of flour, &c., ran ashore during a snow squall at Cranberry Head—about 7 miles from this Town—at 5 o'clock on Friday morning last, and went to pieces. The boat was got out, but immediately foundered. The masts were cut away, and the six passengers and three of the crew succeeded in reaching the shore, though with great difficulty. Captain Surette and one of the crew—Luke Surette—were drowned. The bodies of the unfortunate men, we believe, have not yet been recovered. Captain Surette has left a widow and six children to mourn their melancholy bereavement; and Luke Surette—though deaf and dumb—was a most industrious and useful member of the community in which he resided.—*Yarmouth Herald.*