

DREADFUL SHIPWRECKS.

FROM INDIA.—There is a narrative from the Bombay Times of June 18th, of the disastrous wreck of two transport ships from England—the Lord Wm. Bentinck, and Lord Castlereagh, with the loss of a great number of lives. The following is an extract from this narrative:

The Lord Wm. Bentinck, Captain Ord, with one hundred and fifty troops and passengers on board, had been beating off the mouth of the harbor, for two or three days, but was prevented entering by the violence of the weather. On the afternoon of the 17th, she was seen standing across the opening of Black Bay in gallant style, and every hope was entertained, if she could stand on five minutes longer, of her weathering the S. W. prong of the lighthouse. Unhappily, an immense sea forged over, and pooped her, and she struck heavily on the rocks, at ten minutes past four, P. M. Heavy squalls of wind and rain soon drove her masts over her side, and a quarter of an hour after the commencement of the occurrence, she was a complete unmanageable wreck. The crew and passengers were seen to crowd forward to the fore-castle.

Three ladies were on board, Mrs. Fraser, Mrs. Eckford, and Miss Robertson, also a maid servant and some soldiers' wives and children. Captain C. Benbow was in command of the troops, and Doctor Fraser, Mr. Mason (a cadet), and several other passengers, whose names we are not able to learn, were on board. She kept firing guns and showing signals of distress, but, alas! little aid could be afforded.—The surf was too violent for a boat to live in, and the most dismal apprehensions were entertained. She first hoisted out her gig, which rode gallantly for awhile, but was soon engulfed. Her launch was then got alongside, and some men were seen to enter her. One gentleman was observed, before he descended the side, to elevate his hands to heaven as if in prayer; he then went into her, and in a moment she shared the fate of the other boats. Having nothing to hoist her out by, the long boat appeared to be pushed over the side by main force. She also sunk, never to rise. The cries of the unfortunate were distinctly audible in the lulls of the wind, and filled every spectator on shore with horror and distress. No hand could be held out to save.

After much delay, boats were brought from the dockyards by Coolies, and we observed the very great exertions made by the captains belonging to this port in endeavouring to bring them up and launch them. As boats were brought down, (of course after great delay, from the distance from the fort,) every means were tried to float them and steer them to the wreck. Captains Saunders and Hayman, of the Indian Navy, were especially conspicuous in their exertions, leaving no means untried; while Captains McGregor, Baxter, and many others, attempted in vain to steer to the ill-fated craft. She tried to fix a rope from a gun, after Captain Manby's principle, but failed. The Victoria steamer proceeded as near as she could to the spot, but it was evening before she could get her steam sufficiently up to move, and even then she could not approach the wreck with the smallest chance of success.

Thousands of anxious spectators were assembled at the lighthouse during the evening, and perhaps a more painful and intense interest was never excited in the society of Bombay. Night, dark and lowering, fell, and we believe many a heartfelt prayer was offered up to the throne of grace for those who were so near on the brink of eternity. The moon rose about nine o'clock, and hopes were entertained that she might hold together until morning, but the gale still continued violent. By twelve o'clock at night a raft with ten men, had by great exertions reached the shore; but at half-past three the vessel finally went to pieces. Another raft had been prepared, on which the ladies, seven children, and the passengers were placed.—Hopes, however faint, were breathed that she might bring her precious cargo safe to land, but, alas, a lofty wave struck her, and when she arose from the shock, neither the ladies, children, nor 16 of their comrades, could be described by the survivors. Those who remained, reached land naked, cold and shivering.—Captain Benbow, Doctor Fraser, and Mr. Manson, were among the survivors, also two officers of the vessel.

The captain and his son were reported drowned, but as yet no accurate information on these points can be collected. Another raft with 17 men on it was carried into Black Bay, and getting entangled among the rocks, remained until morning, and 15 of them (two having died during the night), were saved by the exertions of Captain Saunders. But as if misfortunes were never to come single, the Castlereagh, Captain Tonks, from Karrack, with 150 troops on board, about 12 o'clock at night, having it is said seen the lights in the wreck and mistaking her for a vessel at anchor, bore up, and also went on shore a few yards distance of the other wreck. This morning before day light, as active means as could be taken (considering the paucity of boats and men) were set on foot to bring off the crew and passengers, and the same parties still exerted themselves, and about 10 A. M. about 150 sepoy's of the 24th native infantry, were got on shore; four were unfortunately drowned in the surf, getting out of the boats, and Captain Saunders, with one European seaman belonging to the Clive, who tried to swim from a part of the wreck of the Lord William Bentinck, was lost in the attempt.

The Officers in here are Captain Earle, 24th Regt. Ensign Grant, 1st European Regt., Lieut. Walker, Engineers; and Dr. Davis. The Castlereagh, as was reported by a 'Seacunnie,' who had come on shore, had lost her rudder, and was full of water, and as yet did not pump much, but we fear she will be a total wreck. At the time we left the spot, exertions were being made to reach her. We believe, though of course can only guess from a rough calculation, that from 50 to 70 persons have been saved from the Lord William Bentinck out of between 200 and 300 souls.

In addition to what we have reported in our yesterday's extra, we are deeply grieved to have to announce that the catalogue of human suffering and woe had not reached its climax. Yesterday, at 3, P. M. at about ebb tide, the Castlereagh went to pieces, and the crew and passengers were seen drifting ashore on pieces of the wreck. In attempting to save them, Mr. Atkinson, second master attendant, nearly lost his life, his boat being upset. Captain McGregor, (late of the Hannah), Mr. Webster of the American Press, and some others, at considerable personal risk, picked up the commander, Captain Tong, clinging to a small plank, and in a sinking state. Out of nearly two hundred souls, it is feared that not more than seventy are saved. Ensign Grant, one of the passengers, was a survivor, but of the rest we have no certain accounts.

THE PLAGUE IN BAGDAD, in 1831.—All distinctions of society, friends, or relations, had ceased: the finger of God seemed pointed to this devoted place. A thousand died a day; the seats of justice were unoccupied; the waiting for the dead, which at first had incessantly filled the air, was now hushed to a silence and a calm more frightful; the dead lay un-

buried in every avenue. Then arose a number of ruffians, who, with a courage growing out of their fearful position, formed themselves into bands, under leaders more demonic than themselves, and swept the streets. On one occasion I passed a group, who had collected into a low apartment, and were whetting and lashing themselves into a state which would fit them for further outrages; a wretched hag, her form almost bent double, was supplying them with a fiery spirit, and lumps of half-grilled meat; a few of their number, overpowered with the former, were lying senseless on the floor; others, cursing and howling like half-famished wolves, were, with utter disregard to the safety of their companions, brandishing about their daggers and sabres, or firing their match-locks against the roof of the apartment. But amidst the clamour, the din, and the confusion of this pandemonium, the greater number sat silent at the board, their eyes gleaming with a maniac's wildness and ferocity, quailing the spirits in almost incredible quantities, yet waiting their effect in producing a fit state of excitement for them again to sally forth. An Aga related the following instance of these men's conduct. The Aga was ill, and tended by his beautiful and beloved wife, when the ruffians burst into his chamber. "I read their purpose," said he, "in their looks; but I was stricken, and could not lift a finger to save her for whose life I would gladly have forfeited my own. A savage ruffian approached her; entreaties for life were unavailing; yet for an instant her extreme beauty arrested his arm—but it was only for an instant; his dagger again gleamed on high, and she sunk a bleeding victim beside me. Cold and apparently inanimate as I was, I felt her warm blood flowing past me, as with her life it ebbed rapidly away. My eyes must have been fixed with the vacant look of death: I even felt unmoved—as he bent down beside me, and with spider-like fingers stripped the jewels from my hand—the touch of that villain who had deprived me of all that which in life I valued. The figures of his companions, as they came to rifle the apartment, appeared to dilate before me, and their eyes to glare upon me, as they pointed, with fiend-like gestures and horrid laughter, to the bleeding innocent beside me. At length, a happy insensibility stole over me." The Aga was afterwards nursed and restored by the exertions of a faithful slave.—Wellsted's City of the Caliphs.

FROM PAPERS BY THE CALEDONIA.

TURKEY AND EGYPT.

(From the Manzari Shark, Smyrna paper, of 29th Aug.)

"In a few days we ought to learn in what manner the first offer of the SULTAN, on the treaty of the 25th July, has been received by MEHEMET ALI. Many imagine he will order IBRAHIM PACHA to advance upon Constantinople, but we can scarcely join in this opinion. IBRAHIM's army in Syria does not exceed 50,000 men. It is reasonable to suppose that he will not attempt to march forward without leaving in Syria troops enough to guard the various strongholds, and garrison the chief towns.

"With the country in a state of insurrection, this will, merely to preserve a defensive attitude, require at the lowest estimate, 20,000 men; then he must keep up his line of communication, which being long, would take fully 5,000 more, so that he would remain with only 25,000 to carry him to Constantinople, through a country in which he could get no available recruits, and which would supply very inadequate means of subsistence. It would be madness to attempt an invasion under such circumstances, particularly, as he knows, that before he could get half way to the capital, he would be met by a superior force of Turkish troops, which might succeed in thinning his ranks at every step, without accepting a decisive battle. Let the prestige of his invincibility be once destroyed, and all, who now crouch before him from fear, all who adhere to his cause, for the sole purpose of being on the strongest and safest side, all who have been disgusted at his tyranny, and many more, would that moment abandon him.

"But let us grant a physical impossibility, viz. that IBRAHIM and his victorious bands reach the shores of the Bosphorus, and take up their quarters in Scutari, how are they to get across the sea to Constantinople? Every boat, every possible means of transport would previously have been removed from the Asiatic side, and with a fleet of foreign men-of-war lying in the intermediate space, he would find himself disappointed of his intended prey. What would then be his situation? These are our reasons for imagining that he will be too wise to commit so great an error as to attempt to invade Constantinople. He may advance a few marches to frighten us, but that will be all."

The greatest activity continues to prevail in the war department, and several foreign steamers (one of Mehemet Ali's, the Hajji Baba, among the number) have been kept at work, in conveying troops to Samsoun. Large quantities of artillery, ammunition and stores, have also been sent forward.

The Turkish expedition for Cyprus, consisting of 5,600 troops of the line, in 26 transports, proceeded on the 20th Aug. under the escort of the remainder of the squadron, to be under the orders of Captain WALKER, united with the British fleet. On the 22d, authority was sent hence to our gallant countryman to hoist the flag of a Turkish Rear-Admiral, which is a distinction no foreigner has, we believe, hitherto obtained.

A letter from Constantinople, published in the Gazette of Leipzig, states, that the Turkish fleet which sailed from Constantinople under the orders of Commodore WALKER, had on board 25,000 muskets and 1,250,000 cartridges. It likewise mentions that the Ottoman Porte had despatched a courier to Rome, to request his Holiness the POPE to give orders to the patriarch of Lebanon to exhort the population of Syria to observe obedience to the SULTAN. If the POPE acceded to this request, there would very soon be 60,000 men under arms in Syria.

In repeating once more that "the impression in the best informed quarters in Paris was, that there would be no war," our Paris correspondent admits "that MEHEMET ALI might, in a fit of desperation, order IBRAHIM to advance, or take such other steps as would render French intervention necessary, and so originate a general war." He adds, however, that "Admiral HUGON, who arrived at Vourla on the 26th of August, had, in order to prevent the too probable occurrence of quarrels, at such a juncture, between the officers of the two fleets, forbidden all communication between the French and British ships of war."—London Times, Sept. 18.

The Temps asserts that MEHEMET ALI had anticipated the petition about to be presented by Sir MOSES MONTEFIORE and M. CREMIEUX for the pardon of the Israelites condemned at Damascus for the murder of Father THOMAS, and had remitted the sentence, in consequence, as he added, of four of the accused having died from the tortures inflicted on them.

FRANCE.

We stated last week that certain classes of the Parisian operatives had resolved to strike, in order to obtain better terms from their employers. The first serious symptoms of disorder were observed on Thursday, the 3d Sept. On the evening of that day the workmen assembled in great numbers in the Plain of St. Denis, and were charged by a squadron of dragoons and dispersed. Upwards of 600 were brought in prisoners, and among them four chiefs of sections, (of the Republicans,) whose examinations showed that secret societies were at the bottom of the whole affair. At one manufactory, three sergens de ville, placed there to protect it against the combiners, were stabbed with knives, one mortally. From eight thousand to ten thousand troops, encamped at Fontainebleau, were recalled, and arrived on Friday. On Saturday, the bakers, coachsmiths, wheelwrights and printers joined the coalitionists. On Monday week, several thousands of "turn-outs" assembled in the plain of Ville Juive and Chatillon, and a large body occupied the Faubourg St. Antoine, and attempted to form a barricade, by upsetting a waggon-load of hay. The National Guard beat to arms, and the troops of the line, horse and foot, paraded the Boulevards, whilst strong patrols were directed to other points, and, if the mob had attempted violence, a strong example would have been instantly made. Not a shot was fired, but the attempted barricade was dispersed in an instant without opposition, and at eight in the evening the city was perfectly tranquil, the crowds having entirely dispersed from the Boulevards and public places. Several detachments of troops arrived from Fontainebleau during the day, conveyed by the steamers that navigate the Upper Seine. It was reported that an attempt to rescue Prince Louis Napoleon from the Conciergerie had been meditated, and that the Prince had, in consequence, been removed to Vincennes. Both these rumours were unfounded. In the afternoon, a workman, who had been encouraging others to revolt, was arrested on the Place de la Bastille. A loaded pistol, some cartridges, and a dagger were found in his pockets.

Since Monday no disturbance has taken place, no large bodies of workmen being allowed to assemble. Yet what must be the condition of the capital in which 50,000 troops are required to preserve the public tranquillity!

SPAIN.

The great question of the Corporation-law, which has mainly caused the late disturbances in Spain, is likely to be productive of another civil war, unless the Queen relinquish her purpose of placing the corporations under the influence of the Crown. In this struggle, the object of the corporations is to maintain the unrestricted privileges, which they obtained conditionally at the time of the Cortes Revolution. It was then understood that the law for their regulation should be the subject of further consideration; but they have, until the present time, succeeded in maintaining their perfect freedom. The law recently passed, and which the Queen was obliged to suspend by the riots at Barcelona, places the nomination of the Mayors in the hands of the government, and imposes a qualification on the members of the corporations. To this the Exaltado or Radical party, at the head of which is Espartero, are violently opposed.

The Paris papers of Saturday bring news of considerable importance from the Spanish capital, announcing the formation by the Queen Regent, at Valencia, of a Moderado Cabinet, and the consequences to which that step had given rise in Madrid. The ministry was, it seems, appointed on the 28th Aug., and is composed as follows:—President of the Council and Minister of Justice, *ad interim*, Senor Costazar; Minister of War, General Xavier Aspizoz; Foreign Affairs, Antonio-y-Zayas; Finance, *ad interim*, Senor Secades. No sooner did the news of the formation of this ministry transpire, than the municipality of Madrid declared itself permanent, and the national militia took up arms and occupied the principal posts. The Captain General Aldama's horse was killed, and his aid-de-camp wounded. He then took up a position at the Retiro with two battalions, one squadron, and several pieces of artillery. The political chief of Madrid, General Buerens, was arrested and confined under a guard at the Hotel de Ville. In spite of these events, however, the aspect of Madrid had become tranquil on the evening of the 1st Sept. The Messenger gives the above list of the new ministry, but expresses its fears, that although the city had become comparatively tranquil, a desperate struggle would take place on the ensuing day. The French government patronises the Moderados.

Our correspondent at Barcelona has forwarded to us, by special courier to Perpignan, the important reply of ESPARTERO to the QUEEN REGENT. It is a bold, decisive, soldierlike manifesto, not wanting in courtesy, but absolutely refusing to imbrue his hands in the blood of his fellow-citizens, and renew the civil war, in order that the Camarilla might reign, and the alcaldes of the great towns be nominated by the Court, instead of being elected, as they have been from time immemorial, by their fellow-sitizens.

On the receipt of this letter, the QUEEN REGENT must come to the decision of either accepting the terms offered by the citizens of Madrid, headed by the respectable and moderate persons composing the Junta, or she must embark for France. Embark for France! Abandon the Regency! Simply because her MAJESTY cannot exercise a power which FERDINAND never exercised, viz., nominating the alcaldes of corporations. This appears maddest past belief. And yet it is likely the QUEEN REGENT would rather trust her daughter to the hands of the French than to the Liberals of her own country. Let us, however, not anticipate the consequences of a step which is possible, but not yet irrevocable.

Meanwhile the insurrection continues to spread. The towns of Segovia, Huesca, and Grenada, as well as Barcelona, have openly declared their concurrence in the acts of the junta of Madrid. On the 9th, a body of troops amounting to 2,500 or 3,000 men entered the capital, having joined the movement. A Captain General had been despatched to Madrid by the Queen, to replace Almada; but it was not thought that he would be admitted by the junta.

Salamanca has given its adhesion to the glorious demonstration of the capital of the Spanish nation; the municipality of the former city has expressed its determination to combine its efforts with those of the Ayuntamiento of Madrid.

PORTUGAL.

Accounts from Lisbon to the 30th, Aug. have been brought by the Royal Tar steamer. It appears that a serious disturbance had broken out at Castello Branco, the 6th regiment of infantry in garrison in that place having revolted, and proclaimed the Constitution of 1822. Measures were immediately taken by government for the suppression of the revolt by the despatch of such troops to the spot as could be depended upon; but the general aspect of affairs in the interior of Portugal was of a very

menacing character. The law for the suspension of the Habeas Corpus, amended in the Senate, has been passed, and was published in the official Gazette. The treaty of commerce between Portugal and the United States has at length been officially concluded; but has yet to be laid before the Cortes.

Advices from Lisbon of the 31st ultimo, contain the official communications from General Moscazo, commanding the seventh military division, to the government, transmitting the proclamation of Col. Augusto de Sousa, commanding the 6th battalion of infantry. These documents show that General Moscazo, instead of complying with the request made by de Sousa to join him in the revolt, had instantly forwarded a complete history of the whole affair to Lisbon, and used energetic measures to suppress the disturbance, having sent on an efficient force to act immediately against the rebels. The Governor of Moroa also writes, transmitting a copy of the same proclamation to the government, and assuring it that the garrison and troops under his command were observing perfect tranquillity, and that all needful measures had been taken to maintain the public peace.—The correspondent of the Chronicle, of date the 31st of August, states that the only thing new which had transpired in regard to the revolt, was that the cavalry reported to have joined the insurgents had moved from Montemor to Aldea Gallega, on the other side of the Tagus, in obedience to orders from the Executive, and that the actual insurgents (about 200 men,) instead of being at Abrantes, were supposed to have gone in the direction of Almeida, which is close upon the Spanish frontier. Letters written at the last moment before the steamer left Lisbon, say, that the Minister of the Interior had stated in the Cortes that the Government had received telegraphic despatches from all parts of the country, announcing that tranquillity had not been disturbed in any quarter except at Castello Branco, from which the rebels had never moved, having failed in obtaining any support.

The greatest activity prevails in the naval departments at Plymouth. The Calcutta, 84, was commissioned on the 28th, by Captain Sir S. Roberts, C. B. The Bombay, 84, is ordered to be masted without delay; she is expected to be commissioned immediately. The Nile, 92, the Clarence, 84, the Vengeance, 84, and the Foudroyant, 78, are reported as ready for speedy commissioning.

At Portsmouth there are at present no ships ordered for service except the Britannia, 120, The Queen, 110, is to bear the flag of Sir E. Codrington, and is preparing for the purpose. The Portsmouth correspondent of the Brighton Gazette says—

"Earl Minto and Sir William Parker, accompanied by the Secretary and Surgeon of the Navy, have been here since Friday, on their annual tour of inspection. Their Lordships will quit on Wednesday morning, in the Admiralty steam-yacht Firebrand, for Plymouth and Milford, Cork and Leith; at which two latter ports, it is said, frigate guardships will in future be stationed. The Vanguard, 84, Captain Sir David Dunn, is ready and hourly expected to sail. Their Lordships inspected her on Sunday, and directed that she should in the first instance go to Cork, and thence to the Mediterranean. She takes out for the fleet a large quantity of shells and shot and six-inch guns. One hundred pensioners are ordered to be entered for harbour-duty in the guard-ships at the several ports, to admit of the men, now in them, being drafted to sea-going ships."

The St. George, 120 guns, was launched at Devonport on the 3d September; it is estimated that thirty thousand persons witnessed the ceremony. Upwards of three thousand were on board the San Josef, 120, which was brought from her moorings to a part of the harbour whence a good view of the launch could be had. Admiral Warren entertained 250 guests at his house during the day. The keel of the St. George was laid in 1827, and she is constructed on the principles of Sir Robert Seppings. The cost of this vessel is—for labour, £15,643; materials, £77,878; total, £93,521.

An order for preparing the Howe, first-rate, 120 guns, for sea, arrived at Sheerness on Thursday se'night. She was accordingly taken into the basin at half-past twelve o'clock; thence into one of the dry docks, with all her masts, guns, stores, and every thing on board. The water was pumped out by the steam-engines; she was blocked up, her bottom examined, and her copper repaired where necessary; and she was ready to go to sea the same evening. The following day she was taken out of dock. Thus the whole process of docking, undocking, cleansing, and examining the bottom, and repairing the copper of a first-rate of 120 guns, with all standing, was completed in the short space of twenty-four hours; and, had it been necessary, it might have been completed even in less time.

The ship of the line London, of 92 guns, is ordered to be launched, at Woolwich, on Monday the 28th Sept. The stem, which was originally constructed after a plan of the late Sir R. Seppings, has been removed, and replaced by one designed by Mr. Fincham, the present master shipwright of the Chatham Yard. The following are the dimensions of the London—extreme length, 242 feet, extreme breadth, 54 feet 3 inches, length of lower deck, 205 feet, depth of hold, 23 feet, tonnage, 2,598 tons.

By the Arabian, Captain Bankier, arrived at Bristol on Sunday, from Launceston, New South Wales, we have the particulars of the following distressing accident which occurred to her at sea. She left Launceston in the latter end of April; and on the 13th May, having been out a fortnight, she was about 300 miles to the east of New Zealand, in lat. 48 S. long. 175 W. Just at break of day, a sudden squall came on, and a tremendous sea swept over the ship, forcing in her bulwarks and carrying off her wheel, with the man at the helm and the round-house on deck, in which the passengers and part of the crew slept. In one moment 11 human beings were hurried into eternity. No arm could be stretched to save them—no assistance by any possibility could be rendered. In an instant, in the twinkling of an eye, the whole were whelmed in the midst of the rolling billows. Several others of the seamen had narrow escapes. One man was caught by the spindle of the wheel as the waves were hurrying him across the deck, and another was driven with great force against the sides of the ship. A large quantity of the stores of the ship were also lost. The names of the unfortunate sufferers are Henry Miles, the second mate; Dirk Vanderson, the carpenter; John M-Bride, seaman; and Alfred Skelton, apprentice. Of the passengers, Mrs. Younghusband and her three daughters, all young girls about six or seven years of age, and Mrs. Matthews and two children, were lost. Mrs. Matthews had another child with her on board, an interesting, intelligent little boy about six years of age, who was providentially saved. The little fellow had been taken by one of the sailors into his berth, and thus escaped destruction. Mrs. Matthews was a widow lady, and was on her return to her friends in England. Her husband, who was a coachbuilder in Launceston, died suddenly a short time before. All now left of the family is the poor little boy; but he is not left alone, for with the generosity which characterizes the British