

The whole of the Italian Legion are to be sent from Malta. Those who cannot obtain passport for their own countries will be sent to England, and from thence forwarded to the Cape of Good Hope, Canada, or the Argentine Republic.

The Russians completely evacuated Kars on the 4th of August. The fortifications of that place have been left intact, except two forts, which have been destroyed. The Russians have blown up Toulitcha, on the Danube. The captain of the English ship *Melina*, coming from the Danube, speaks of a rumour that the town of Toulitcha had shared the fate of the fortress.

SWEDEN.

The Swedish journal repeat the confident statement that the Russians are commencing the conversion of the island of Kaskoe, known to be very suitable for the purpose, into a fortified marine establishment. General von Berg, who was there at the latter end of last month, accompanied by two engineers, is understood to have inspected the works already in progress there. The Swedes dread the future Kaskoe more than they did the past Bomarsund, and their papers say that the Government has taken steps to counteract these plans of the Russians by sending Capt. Rudberg to Paris, though how people can expect to counteract Russia by application to the "cousin" of Alexander, in Paris, is by no means clear.

ASCENT OF MOUNT ARARAT.—On the 8th of July a party from Erzeroum, consisting of Major Stuart, Dr. Fraser (late assistant-surgeon in the 73d Regiment), Mr. John Evans, (late 6th Inniskilling Dragoons), together with two English travellers, Mr. Theobald and Revd. Mr. Thursby, arrived at Byasid, with the full determination to reach the summit of Mount Ararat—a feat which had never yet been accomplished, although frequently attempted by English, French, Russians, Persians, Turks, &c. On the 10th of July, having made all necessary preparations, the party proceeded from Byasid, in company with a Koordish chief named Isak Begh, to some Koordish tents situated on the rocky ridge which connects the two mountains at an elevation of 8,000 feet, the Greater and the Lesser Ararat, the former being about 17,320 feet high, and the latter about 13,000. At dawn of day the next morning, Major Stuart, Mr. John Evans, and Mr. Theobald, started together on foot by the nearest route to the cone of the mountain, distant about six or seven miles. Dr. Fraser started on horseback towards another part of the mountain which appeared less precipitous; the party on foot reached the snow at the foot of the cone at about 5.30 a.m., and commenced the ascent up an unbroken slope of snow, which extended to the very summit. After having proceeded nearly half way, Major Stuart began to appear fatigued, and was obliged to stop frequently to rest. Mr. Evans remained with him until he (Major Stuart) resolved to return to the tents. Mr. Evans then proceeded up the mountain, Mr. Theobald being considerably in advance. Mr. Theobald reached the summit at about 1.30 p.m.: Mr. Evans arrived one hour later; and some time after they had left the summit Dr. Fraser was seen to appear over the brow of the mountain, at a distance of about an hour from the summit. Mr. Theobald and Mr. Evans reached the Koordish tent at 6.30 p.m. amidst the exclamations of the Koordish men and women who had seen us at the summit, and who exclaimed, "Mashallah, God is great! the English can do everything;" then enumerating the people who had failed, and the number of days and weeks they had spent in making the attempt, they added that the English come and say they will go up to the top of the mountain, and they go straight up at once, and come back in the evening, without any difficulty.

UNITED STATES.

INTERNATIONAL COURTESIES.—THE DISCOVERY SHIP RESOLUTE.—We reported the other day the passage of a resolution in Congress, authorizing the purchase of the direct ship *Resolute*, from the American sailors, and her presentation to the British government as a token of the deep interest felt by the United States in the humane service in which that ship was engaged.

This is the only act passed by the extra session, it shows that in spite of domestic turmoil and foreign disputation, the days of gallant deeds have not gone by, and that national courtesy exists in something more than words.

The *Resolute* entered into Arctic service in 1850. She was the flag ship of Commodore Austin, and side by side with the American expedition reached the headlands of Wellington Channel, where poor Franklin had buried his dead. In 1852 she sailed again as one of a noble squadron, under Sir Edward Belcher. During this voyage she penetrated into the western recesses of Lancaster Sound, and formed the asylum of Captain M. Clure and his brave party, who had entered from Behring's Straits. She was abandoned by the peremptory orders of Capt. Belcher, and remained, with other noble vessels, as monuments of the fearful severity of the Arctic winter. Just at this time Dr. Kane, some five degrees further to the north, was preparing for his second winter, unwilling to abandon

his little craft; and yet so far thrust into the polar sea as to make his eventual liberation almost hopeless. It was in the spring and summer of 1855, that he commenced his escape by sledges, and he could not have passed far from the British vessel, as, frostbound and untenanted, amidst the vast ice fields, she drifted southward on her involuntary journey. What a dream of romance it would have been if our own weary and half-frozen countrymen could have encountered this noble vessel and brought her safely into port!

Still, it was reserved to Americans to do this. The whaler, Capt. Buddington of the *George Henry*, found the deserted ship in Davis Straits and carried her into New London. The British government gave up to her enterprising captors their entire claim, and we return the compliment by a Congressional vote, which red-boards her upon our English brethren.

The *Resolute* is a 600-ton vessel, built of Hindostan teak, and powerfully strengthened. She will probably be again devoted to Arctic service.

SETTLEMENT OF THE CENTRAL AMERICAN QUESTION.

By the steamship *Hermann*, arrived at this port from Southampton, we have dates to Aug. 15, 1856. The Central American question has been definitely settled. So far as Honduras is concerned, the matter has been arranged between Lord Clarendon and Sr. Don Victor Herran, Plenipotentiary of Honduras in London. The treaties drawn up by these negotiators have already been signed, and consist:

- 1st. Of a general treaty of amity and commerce.
- 2d. Of a convention for the adjustment of all claims of British subjects on the Government of Honduras, and for the extinction of any Indian (Mosquito) tribes within the territories recognised as pertaining to Honduras; and

- 3d. A convention for the restoration to the sovereignty of Honduras of the Bay Islands.

The convention for the restoration of the Bay Islands is that which from the circumstance of their occupation and colonisation by Great Britain having been regarded in the United States as a flagrant violation of the Clayton and Bulwer convention, first claims attention, and will excite much interest. The convention restores these islands to the sovereignty of Honduras, only stipulating, on behalf of the people who have established themselves there under the British occupancy, the perpetual enjoyment of certain rights and privileges. The ground upon which the restoration is made is the importance of preserving neutral the route of the proposed inter-oceanic railway through Honduras.

Such are the terms of the arrangement between Great Britain and Honduras, and it will only require the approval of the Legislature of Honduras, which will be given, of course. It should be observed that the Government of France has agreed to the article guaranteeing the Honduras Railway, as an appendix to the treaty with Honduras already existing. It is well understood that those guarantees securing an amount of public interest in this railway insures its speedy construction.

In respect to the remaining issues in the Central American complication, it has been agreed, between Lord Clarendon and Mr. Dallas, that the port of San Juan de Nicaragua (Greytown), shall return under the sovereignty of Nicaragua, subject, however, to the same stipulations with the Bay Islands. The Mosquito sovereignty, so called, is to disappear forever, and the Mosquito Indians are to concentrate themselves within a certain defined territory, within which they shall have, for a term of years, such possessory rights as are accorded to the Indians on the "American Reservations." Meantime they are to enjoy a small annuity from the State of Nicaragua, to be fixed by arbitrators, who are to be appointed in the same manner with those charged with similar duties in Honduras.

FATAL OCCURRENCE TO A CLERGYMAN ON HIS PASSAGE TO EUROPE.—A fatal mistake occurred on board the royal mail steamer "Canadian," on her last trip from Quebec to Liverpool. Among the passengers were the Rev. Thomas Marsh, B.D., of Trinity College, Toronto, and his wife. A few days before reaching Liverpool, Mr. Marsh inquired of the bedroom steward, if there was any Plantagenet water on board. Plantagenet water being a mineral water generally drunk in Canada. A negative reply was given, when the deceased inquired if there was any mineral water on board. The steward answered, "Oh, yes, I will go and get some." He went away and returned with a bowl containing about a quart of fluid, which he handed to the Rev. Mr. Marsh, and immediately withdrew. Mr. Marsh swallowed a mouthful of the liquid, he found that it burnt his throat very much, and went upstairs. He presently became very ill, and the surgeon was called to him. Inquiries were instituted, and it was ascertained that the liquid which he had drunk was chloride of zinc, used for disinfecting purposes. The usual remedies were administered, but the deceased gradually sank, and after enduring the greatest agony, died the third day following. Before his death, the deceased expressed a belief that the steward did not know the deadly nature of the liquid. The steward's statement is that Mr. Marsh first asked for Plantagenet water, and that he told him there was none on board. He then inquired for some mineral water, and the steward informed him that there was

some disinfecting fluid called chloride of lime, or chloride of zinc, and that the deceased told him to bring it to him. The deceased's widow corroborates, however, the evidence as to the statement made by the deceased, and further observes that chloride of lime could not have been mentioned, as he was in the habit of using it in Canada for disinfecting purposes. The body was taken on to Liverpool, where an inquest was held by the borough coroner, where the circumstances here detailed were elicited. A verdict was returned "that the deceased died from the effects of a certain poisonous fluid taken by mistake."

[From last Saturday's City Edition.]

A meeting of the Citizens was called by His Worship the Mayor, on Thursday last, for the purpose of presenting an Address to Gen. Eyre, Commander in Chief of the Forces in British America, upon his arrival at Halifax, when that below was adopted. On Friday morning, the General, accompanied by His Excellency the Lieutenant Governor, met the deputation from the City at the Council Chamber, and were received by a guard of honor of the 62d Regt.—the band of the regiment being also in attendance. Gen. Eyre is not quite a stranger to Halifax, having sojourned for a short time, some 18 years ago, as Captain in the 73d Regiment.

To Lieutenant General Sir WILLIAM EYRE, K.C.B., Commanding the Forces in British North America, &c. &c. &c.

SIR,—

We, the Citizens of Halifax, beg to offer you a cordial welcome on your arrival in Nova Scotia.

In no part of Her Majesty's dominions did the late momentous conflict excite a warmer sympathy than in this loyal Province. We watched its progress with intense anxiety, and hailed the successive and glorious triumphs of the British army with exultation and pride.

It is therefore with peculiar pleasure that we greet one of the most eminent soldiers who have earned for themselves distinction and renown in the Crimean campaign, and we trust that your renewed acquaintance, after a lapse of so many years, with a city where you have many personal friends, has awakened agreeable reminiscences, and rendered your present visit not unacceptable to yourself.

That in your present high position, as well as in every scene and condition of your future life, you may be blessed with health and happiness, is, Sir, be assured, the very sincere prayer of the citizens of Halifax.

Halifax, 12th September, 1856.

[Signed by his Worship the Mayor and a large number of Citizens.]

REPLY:

Gentlemen.—I feel very proud and gratified by this public mark of the respect and good feeling of the citizens of Halifax. It is with great pleasure that I return to this city, after a lapse of some 18 years. It forms an agreeable terminus, as it were, to my long journey, especially welcomed and greeted as I have been by His Excellency the Governor, in whose I meet—if he will allow me to term him—so old comrade *de guerre*, of some 30 years standing. I assure you I entertain the most agreeable recollections of the few, but very happy days that I spent here, when a Captain of the 73rd Regiment. I have not forgotten the kindness, the hospitality, or the beauty for which Halifax was, and I believe still is, celebrated. Since then I have gone through some sterner scenes, and the frost begins to gather round my head, but I trust I have still life and energy sufficient to join and assist the loyal British subjects of North America, whether in peace or war.—Gentlemen, Her Majesty has undoubtedly reason to be proud of her North American possessions. In these she has certainly a very fine and robust, and I believe, a happy and united family. I have been delighted in witnessing everywhere the same genuine British feeling. The electric wire that follows me everywhere seems to unite you all in sentiment as well as in thought. Everywhere have I witnessed the same loyalty to the Crown, the same love of British interests and British institutions, the same sympathy for that noble and gallant army in the East, whose interests you followed, whose miseries you generously subscribed to alleviate, whose glory you, as compatriots, share. For wherever there are British subjects—wherever there are British interests—there is our country. Gentlemen, I will not detain you any longer.—I am sorry my visit is so short, but I trust it is not my last. At all events, wherever I go and as long as I live, I shall wish for—and to the measure of my ability promote—the honor, the welfare, and the happiness of Nova Scotia.

W. E.

General Eyre embarked on board the Steamship *Arabia*, to which he was accompanied by His Excellency the Lieutenant Governor, this morning, for Canada via Boston, under a salute from the Artillery at the Citadel.

THE Steamship *Arabia*, Capt. Stone, arrived this morning, 8½ days from Liverpool, making two Steamers this week of the Canada line on the outward voyage. The Steamer *Cherrone*, also arrived this morning, in 21 days. The *Cherrone* touched at St. John's, N.F., and remained there about 24 hours, a slight deviation which may in some measure account for the long passage.