The Observer.

SAINT JOHN, JULY 20, 1850.

THE RAILROAD.

We congratulate our fellow-countrymen throughout the Province on the fact, that a subject of discussion has at length been broached among us, on which the public Press of this Province and Nova Scotia appear to be unanimous in opinion. We have long been convinced, that the people of New Brunswick need only be duly informed of the vital importance, in these progressive days, of Railroad communications and traffic, to assent to the proposition and heartily co-operate in effecting its practical application. We believe that the minds of our population are now pretty generally convinced of the truth of the *principle*; and that for some time past, the main difference of opinion has been merely as to its most judicious application, and the proper selection of the most probably remunerative *line* for a commencement. This latter difficulty appears now to be in a fair way of being satisfactorily surmounted; and we congratulate the Province at large on the probability of a line of Railroad in New Brunswick being now promptly decided upon by perfectly competent judges, and speedily put in course of practical construction.—The evident interests of St. John, King's and Westmoreland Counties, and the Eastern districts of the Province, long ago pointed out the necessity of a Railroad between this City and Shediac; which line would ere this have been in course of construction, if genuine principles of patriotism and a desire to promote the general welfare had not been wholly smothered in our Legislature, by that system of selfishness and local prejudice which has constantly guided the deliberations of our so-called "Representatives." That, however, which the selfish illiberality of our own Law-givers refused us, seems now a probable result of other and wholly independent causes. The ever-active sagacity of our American neighbours has discovered the undeniable fact, that a line of Railroad from Halifax, in Nova Scotia, through this Province to the American border, and thence to Portland, in the State of Maine, will offer advantages of the most important nature, not only to them, but to both of these Provinces, and to all travellers to and from Great Britain, the United States, and the British Colonies at large. That such a line of Railroad will most materially accommodate and benefit all the interests above mentioned, while at the same time it will immensely advance the agricultural and commercial prosperity of New Brunswick, by the facilities of transport it will afford for our own domestic produce, and the interchange of commodities between the British American Colonies; and that it cannot fail, therefore, to be lucratively remunerative to those by whose enterprise it may be constructed, we hold to be conclusively self-evident; and in this persuasion, we most heartily approve of the project, and earnestly recommend it to the consideration and support of every patriotic inhabitant of New Brunswick. Our neighbors, the citizens of Portland, (Maine,) have energetically commenced agitating the construction of this highly important Railroad, and have appointed a Conventional discussion of the scheme at their City, on the 31st instant, (to-morrow,) to which they have invited the attendance of Delegates from this Province, Nova Scotia, and Canada. The call has been promptly responded to; and influential gentlemen from this City, from Westmoreland, King's County, and other parts of this Province, as well as from Halifax, Amherst, &c., in Nova Scotia, are now on their way to attend the Convention. Our interests and opinions, therefore, will be worthily represented and advocated at Portland; we sanguinely anticipate an harmonious and effective discussion; and we cordially wish that every success may attend their deliberations, and that the result will be an *immediate* adoption of means, practically to carry out the grand and magnificent scheme that has been so wisely proposed. Our own countrymen, in general, should lay aside every local prejudice, and determine, one and all, to the best of their ability, to contribute their aid in effecting this great effort for the improvement of their country; an effort which, if once practically completed, cannot fail to be the harbinger of future and increasing Provincial prosperity. We shall anxiously look for the result of the Conference.

At the request of some of the principal parties concerned, a part of the St. John Delegation, consisting of Robert Jardine, M. H. Perley, and J. H. Gray, Esquires, proceeded to Portland on Friday morning, by steamer, for the purpose of making preliminary arrangements. Another portion of the Delegation left for Portland yesterday, and the remainder this morning.

The following Delegates from Fredericton, appointed at a public meeting in that city on Tuesday evening last, have also proceeded to Portland:—Spafford J. Barker, F. W. Hatheway, Charles Macpherson, John Wilkinson, John Simpson, James Taylor, Dr. Robb, George Botsford, J. A. Street, Esquires, and the Hon. the Attorney General.

The Hon. E. B. Chandler, and Stephen Binney, Esq., Delegates from the County of Westmoreland, and Robert B. Dickey, Esq., from Cumberland County, N. S., have also proceeded to Portland to attend the Convention.

THE GREAT RAILROAD.—We think we never witnessed so general, so unanimous, an expression of opinion upon any matter of public interest, as at this moment appears to pervade the Provinces of Nova Scotia and New Brunswick, upon the subject of a Great Rail Road to connect us more intimately with the neighbouring Republic. Well then, East and West, North and South, one long, loud, and simultaneous expression of sentiment is abroad, that we must *and will* have a Railroad. There are various opinions as to the site, but what of that? All differences even on that feature, must yield to the action of the Portland Convention. Let the Railroad radiate east or west from Halifax, it must benefit all. We go for the Eastern route, but if the majority think otherwise, why we'll go for the Western.—*Halifax Recorder.*

THE RAILWAY.—The *Picton Chronicle* says:—"The distance from Halifax to Montreal, via Portland and Montreal railway, will be about 735 miles; and from Halifax by the same to Melbourne and thence to Quebec, (which line of road is now being made) would not exceed 740 or 750 miles. This scheme presents also greater advantages for Canada than the Quebec and Halifax route, for thus she is connected by one line not only with New Brunswick, Nova Scotia and the point of the Atlantic coast nearest to Great Britain, but also with Portland, Boston, New York, and all the principal cities of the Union. Besides these considerations, a large portion of the line is either built or is rapidly progressing, and the remainder is so distributed among different communities as to render its completion at an early day, if people could but know their own interest, a matter of certain and easy accomplishment. In Nova Scotia, supposing Halifax to be the terminus, 130 miles are to be built. In New Brunswick the length of road to be constructed is 163 miles, which will no doubt be provided for at the first session of the Legislature of that Province. In Maine there yet remains 120 miles to be constructed to meet the New Brunswick boundary, fifty or sixty miles of which are already chartered, and the work to be commenced this year. From this it appears that Nova Scotia, New Brunswick and Maine have only 411 miles to complete among them, to give an uninterrupted communication between Halifax and every part of the United States. Of the total distance between Halifax and New York, one half is already covered with railways in active operation, and when the Portland and Montreal road, now being built, is finished, the 414 miles already mentioned will also connect Halifax with Montreal, thus opening a direct road for the trade of Canada and the Lakes.

This is a scheme, the great benefits of which are so apparent that there can be no difference of opinion about it, and accordingly we hope to see men of all shades of political character—whig and tory, radical and conservative, combine their efforts to urge it forward, and show to the country once in their lives that they really have its prosperity at heart. The people of New Brunswick, by their prompt and hearty action, have done more to gain the confidence of American capitalists, and convince them of their determination to urge forward the scheme, than could be done by a whole year of speechifying in their House of Assembly."

LADY HEAD, and Family, arrived in this City from Fredericton on Friday last; intending, as we believe, to remain some weeks here, for the benefit of the sea air. Her Ladyship has taken up her residence at the cottage of the Hon. J. R. Partelow, Queen Square.

His Excellency the Lieutenant Governor passed through Miramichi, a few days ago, (says the *Gleaner.*) on a fishing excursion to the Lake Nepisiquet.

☞ No news of the Mail Steamer at Halifax.

Sir Henry Bulwer, it is rumoured, on hearing of Mr. Webster's appointment as Secretary of State, wrote him a letter of congratulation, most felicitously expressed. He congratulated not only our own Government, for the appointment, but expressed the great satisfaction his own government and all other governments of the world, would feel on hearing the intelligence.

David H. Pearson, who was executed at Cambridge, near Boston, on Friday last, for the horrid murder of his wife and twin children, in April last, made a full confession of his guilt some days before the execution.

Wonderful preservation—a noble Lad.—On Friday a lad about 13 years of age, was driving his mother (Mrs. Humphre) and five small children, with the nurse, and when at the Lake, this side of "Torryburn," the horse rushed into the water, the bank being very steep, and they were all engulphed beyond their depth. The mother, with her infant in her arms, supported herself for an instant, but sank. When feeling her foot touching something, by exertion she rose to the surface, and grasped a branch held out by some men who providentially by this time were present. The lad seized two of his sisters, but finding them too heavy called for help, when a plank being thrust out, he was dragged on shore, he being the only one who could swim. He again struck out, and seeing another of his sisters in the wagon, at the bottom of the lake, went down and caught her by the bonnet and rescued her in time, though she was insensible, to preserve life. One more child was still floating on the water, supported by its clothes; the noble brother again dashed in and succeeded in restoring this fourth one by his courage and exertions. The nurse was saved by grasping a stick held out by the men on shore. Thus a lad, thirteen years of age, saved the lives of four children. What a reflection for after life! A courageous and spirited youth truly. The horse was drowned.—*News.*

The state of the Road passing this Lake, which is much travelled, requires the early attention of the Road Commissioner. It should be widened and protected by a strong fence.

TESTIMONIAL.—It gives us great pleasure to announce a most gratifying instance of cordial attachment lately manifested by a Parochial Congregation towards their Pastor. The ladies of the adjoining Parish of Portland have lately presented the Reverend Mr. Harrison, the Rector of their Parish, with a superb set of black silk robes, (Gown and Cassock), as a testimony of the respect and esteem universally entertained by his parishioners for that indefatigable and amiable Clergyman. We sincerely hope that the valuable life of the Rev Gentleman may so long be spared, that after having worn out this pleasing testimonial, in official duty, an opportunity may be afforded for a repetition of a tribute so honorable to all parties.—*Courier.*

PANORAMA OF THE GARDEN OF EDEN.—This splendid panorama will be exhibited in this City, at the Mechanics' Institute, commencing on Wednesday evening next. From what we can learn of this fine painting we fully expect that our sight-seeing friends will enjoy a rich treat on this occasion, as it has been very highly spoken of in other places; and the design being of a religious character, all classes and sects may safely countenance the exhibition. We have looked over some of the certificates and letters of recommendation received by Mr. Pratt, the proprietor, which bestow on this work of art the most unqualified approbation, one and all expressing themselves much gratified, not only with the subject, but with its execution. We might mention, among the names of those parties who have thus expressed themselves are to be found the Hon. Edward Everett, formerly United States Minister in London; Governor Briggs, of Massachusetts; the Professors Silliman; three Professors of Harvard University; Professor Norton, of Yale College; Mrs. Sigourney; besides many other persons of note. We trust he will be well patronized by but worthy citizens.—*Ib.*

ACCIDENT TO THE STEAMER PLUMPER.—H. M. screw propeller *Plumper* got ashore on Thursday last, at the entrance to Digby Gut, where she remained six hours, having sustained considerable damage. She is now at anchor off Bear River, in Digby Basin, waiting orders from the Admiral, at Halifax. It is expected she will come here to repair.—*N. Bruns.*

THE STEAMER VICEROY.—We learn by a letter received from Yarmouth, that the hull, engines, machinery, &c., of the unfortunate steamer *Viceroy*, were sold on the 25th inst., for the sum of £810, Nova Scotia currency. Mr. Horton, of Yarmouth, was the purchaser.—*Ib.*

ATTACK ON THE POLICE.—On Wednesday evening last, while two of the City Police were taking charge of two men who were fighting at York Point, they were beset by a mob, who pelted them with stones and bricklbats, and had it not been for the arrival of some other Policemen, the consequences might have been fatal. One or two of them received serious injuries. Four parties have been taken into custody, but they have not yet undergone a final examination.

WHEAT AND POTATOES.—We regret to learn that in different parts of the country the weevil is attacking the wheat, which was looking beautiful and advancing rapidly to maturity, the late sunny weather having amazingly hastened the formation of the ear. Signs of another visit of the blight of the potato crop are also reported to have appeared.—*Halifax Rec.*

During the thunder storm on Monday morning, the Electric fluid entered the window of the operator's room in the Telegraph office, struck the relay instrument, injuring several screws, and passing along the connecting wire into the interior of the coil, completely fused and consolidated the same. The copper wires leading into the battery room were melted. The shock was felt throughout the building. Fortunately, the operator was not at the key at that moment, or the consequence might have been fatal. The bolt which destroyed the instrument, alluded to above, struck on the wire 12½ miles from this city, damaging fifteen poles, and destroying one or two altogether.—*Halifax Sun.*

THE DELEGATES.—We learn that our Delegates to the forthcoming Convention at Portland, 31st inst., left yesterday in the R. M. S. *Asia*, for Boston.—Gad, it wouldn't have been a bad idea to have thrown all the *old shoes* in the city after them, on the old principle of ensuring a lucky issue to their important mission.—*Novascotian.*

CANADA.—*Toronto, U. C., July 24th.*—The government introduced a bill to reduce the current value of Spanish and American dollars to five shillings Halifax currency; also to establish a mint for coining gold and silver. The Governor-General has given the Royal assent to 37 acts passed in the present session.

CANADIAN PARLIAMENT.—The members of the Government propose to reduce their own official salaries to the following rates:—The two Attorney Generals, $3000 each; Provincial Secretary, Commissioner of Public Works, and Receiver-General, $3000 each; two Solicitors general, $2400 each; Assistant Commissioner of Public Works, $2400 per annum.

Mr. Lafontaine has announced in Parliament that the Canada Government are to do their share in making the communication desired by New Brunswick, from the St. Lawrence, near Trois Pistoles to the navigable waters of the St. John. The expense, says the Montreal Gazette, would be trifling, while the benefit to a large district of Canada, of New Brunswick, and of Maine, would be immense.

The Canada Assembly propose an appropriation of £2000 towards a fund for representing Canada at the great Industrial Exhibition to be held in London in 1851.

TORONTO July 20.—Last night all the reporters at the Legislative Assembly withdrew, in consequence of one of their number being called to the bar of the House, and censured, for requesting a member, conversing near the reporters' gallery, not to interrupt him. The whole press has resolved to report no more in that House.

The amount of coal shipped from Pictou to the United States, for the quarter ending July 5, was 12,585 chaldron; same time in 1849, 16,900; decrease 4315.

Lady Emily Wortley is the guest at Jamaica' W. I. of the Governor, Sir Charles Grey.

NAVAL.—Her Britannic Majesty's Surveying ship Herald, Henry Kellett, C. B. Captain, arrived at this port on the 4th inst. She has a complement of 150 men, and is still employed in the object for which she was originally despatched. The Herald sailed from Mazatlan on the 4th of April. She is bound to the North again, in pursuit of the same object that occupied her summer cruise in 1849, viz., the farther search for the missing expedition under Sir John Franklin. We learn that she will sail hence during the ensuing week.—*Sandwich Islands paper of May 11th.*

THE LAHORE DIAMOND, known as the Koh-i-noor, or "Mountain of Light," one of the prizes of the Sikh war, has been brought to England, and presented to the Queen. Before it was cut it weighed nearly 800 carats; but the unskilful lapidary cut it down to 279; which leaves it still the largest diamond known. The Pitt Diamond weighs 130 carats, and the great Russian diamond about 200. The value of the Koh-i-noor is unknown, but two millions sterling is mentioned as approximating to it.

COURT OF QUEEN'S BENCH,

QUEBEC, 17th June, 1850.

CRIMINAL PLEAS.

Present—The Hon. Mr. Justice Panet, and the Hon. Mr. Justice Aylwin.

Our Sovereign Lady the Queen, *against* Andrew Hunter.

This case came under the consideration of the Court, and of the Jury empannelled, upon a charge preferred against Andrew Hunter, for having, on the 11th June last, on board the vessel called the *Chester*, whereof he is master, in the Port of Quebec, violently beaten and thrown into the River St. Lawrence, one David Wilson, late Boatswain of the same vessel, whereby the same David Wilson came to his death.

The Defendant, upon being arraigned, pleaded to the indictment, that he was not guilty.

On the 17th of the present month, the Defendant was put upon his trial. It is unnecessary to narrate the evidence which was adduced, as well on the part of the prosecution as on the defence, as the tenor of it is clearly shewn in the lucid charge which the Honorable Judge delivered on the occasion.

Mr. Justice Aylwin charged the Jury at some length, and in a very able manner. A mere outline of which is here given. He told the Jury that the difficulties of the case were in a material degree removed by the evidence of the five Doctors, who all concurred in the opinion that the deceased bore no marks of any mortal wound having been inflicted on him during his life, and that he had come to his death by drowning. This testimony put out of view the first, and part of the third count of the indictment. As to the second count, charging the prisoner with the death of the deceased, by pushing him overboard—no evidence was adduced upon that head. In coming to a conclusion upon a charge of murder, in the absence of direct evidence of malice aforethought, it is fitting that before malice is presumed, all the facts of the case should be carefully weighed. In this case, the weapon used by the master was not of a deadly character—he had it in his hand as was usual with him when returning after the use of the boat; his vessel was then the scene of conduct so violent on the part of some of his crew, and of his passengers, as to create great apprehension in some of the crew and in the persons from shore who accompanied the captain; under these circumstances the law was plain, the prisoner had a right to use as much force as was necessary to put down the disturbance. The unfortunate man who met with his death was the immediate cause of the difficulty, and exhibited great violence of temper and insubordination to the commands of the prisoner; the prisoner had not resorted to unusual or unwarrantable means for putting down the disturbance, and the Court could see nothing in the evidence which in law or reason could make the prisoner answerable for the death of the deceased. It was, however, for the Jury to decide upon his guilt or innocence, and the Court were desirous of doing nothing more than intimating to them the impression upon their minds of the evidence: the case rested with them.

The Jury, without leaving the room, returned a verdict of acquittal.

It is a source of pleasure to us to hear testimony in favour of Mr. G. T. Ray, of St. John, N. B., the owner of the *Chester*, for the zeal which he manifested in obtaining for the master of his vessel, every information that could throw light upon this serious accusation. Although impressed with the honest conviction that the accused was the victim of a foul conspiracy to endanger his life, yet was he actuated by higher motives in not deserting his employee in the hour of need. This gentleman was desirous that the circumstances attending this unfortunate occurrence should develope themselves to the public, so that the character of his employee should, by an impartial and right-judging public, be viewed through a correct medium. Happy is the man who finds in the hour of trouble a friend such as this gentleman, who neither spared money nor personal exertion to forward the interest of the accused.—*Quebec Mercury, July 20.*

NEW SOUTH WALES.—The present population of New South Wales is about 250,000, having increased during the last ten years at nearly 100 per cent. During the nine years ending with '43, the imports and exports advanced from £1,355,000 to £2,357,000, or nearly twenty four per cent.

UNITED STATES.

WASHINGTON.—President Fillmore's new Cabinet has been formed, and promptly confirmed by the Senate, as follows:—Daniel Webster, of Massachusetts, Secretary of State; Thomas Corwin, of Ohio, Secretary of the Treasury; James H. Pearce, of Maryland, Secretary of the Interior—[Mr. Pearce has declined the appointment]; Edw'd. Bates, of Missouri, Secretary of War; William A. Graham, of North Carolina, Secretary of the Navy; N. K. Hall, of New York, Postmaster General; J. J. Crittenden, of Kentucky, Attorney General.—In every sense this is a strong and sound Whig administration.

Three members of the new Cabinet, Mr. Webster, Mr. Corwin, and Mr. Hall, entered upon the duties of their respective offices on the 23d.

FUNERAL CELEBRATION IN NEW YORK.—The funeral of the late President was celebrated in the City of New York in a most impressive manner, demonstrating the deep sense universally felt of the loss which the country has sustained. Business was in a great measure suspended, and the whole population appeared to be absorbed in the solemnities of the day.

The arrangements of the committee, which were on the largest scale, were carried out without failure or disturbance. The procession was the largest ever known in New York. Of the military there were over 5000 in line, of firemen 6000, and many of the societies were fully represented. The procession was three hours and a half in passing any point, and is said to have been *seven miles* in length.

All the principal buildings in the streets through which the procession passed, were dressed in mourning, some of them very elaborately and tastefully, and along the whole line was a crowd of spectators, gathered together to witness and share in the solemn pageant.

The ceremonies at the park commenced at half past seven in the evening. After prayer and the singing of a requiem, the eulogy of the day was delivered by David Graham, Esq. After its conclusion the immense crowd quietly dispersed.

The Foreign Consuls, resident in New York, occupied prominent a department in the great processions on Tuesday here. Anthony Barclay, Esq., the venerable and respected representative of Her Majesty the Queen of England, in this city, dressed in official costume, headed that portion of the line, in his carriage, the driver of which bore a small white banner, with the red cross of England in the corner. Auguste Belmont, Consul General of Austria, in a very superb court dress, followed in his carriage, as did others of the Foreign resident consuls.

Hugh Maxwell, Esq., the Collector of the Port, walked the whole distance, at the head of the Custom House *personnel.*

READING OF THE DEATH WARRANT TO DR. WEBSTER.—The Boston Traveller of Wednesday says that Sheriff Eveleth proceeded to the Jail, that morning, and in presence of Rev. Dr. Putnam and Mr. Jailer Andrews, read to Dr. Webster the warrant for his execution. He was perfectly calm throughout the ceremony, and impressively remarked at its close—"God's will be done—I am entirely reconciled to my fate." The warrant fixes the time of execution between the hours of eight and eleven o'clock, on the 30th August.

PROF. WEBSTER—*Interview with Littlefield, Janitor of the College.*—Yesterday afternoon, at the solicitation of Professor Webster, Mr. Littlefield, the Janitor of the Medical College, and principal witness for the Government on the trial of Professor Webster, visited the Jail, and had an interview with the condemned man in the presence of Mr. Andrews, the Jailor. As he went into the cell, Professor Webster greeted him with great cordiality, taking him by the hand, and told him that he had long been desirous of seeing him, in order to make his acknowledgements to him. Professor Webster said he had done him, Littlefield, great injustice, and asked his forgiveness.

Mr. Littlefield replied, "I forgive you, Dr. Webster, with all my heart, and I pity and sympathise with you." He told him that it was a painful thing to go on to the stand and testify against him, but that he felt it to be his *duty*, and had no right to shrink from it. If he had testified to anything that was not strictly correct, it was not done intentionally by him; if he had, he asked his (Webster's) forgiveness.

Dr. Webster replied, "*Mr. Littlefield, all that you said was true—you have misrepresented nothing—but, as a dying man, I have no recollection in regard to the sledge hammer!*" He requested an interview with Mr. Littlefield's wife, who will, we understand, visit him this afternoon.

Both Professor Webster and Littlefield were much affected during the interview, and they parted with mutual good feeling.

We are also informed, that Professor Webster seems perfectly resigned and very penitent. He says that he has made his peace above, and is prepared to die. His only sorrow is concerning his unfortunate family. No is permitted to see him unless they hold a permit from the Sheriff.—*Boston Journal, July 25.*

It is said that the decision of the Council has produced no change in the appearance or manners of Prof. Webster. His mood for some time past, has been that of a man in deep thought.—When alone, he has a book in his hand, but does not read much. The jail officers do not keep a strict watch upon the prisoner, and they have no fears that he will commit suicide. He is, according to the jail record, in the 55th year of his age, and is five feet two inches and one eighth in height.

WRECK OF SHIP ELIZABETH.—The loss of this vessel, from Leghorn, via Gibraltar, for Philadelphia, which went ashore about five miles east of Fire Island Light in the dreadful gale of the 19th instant, was attended with circumstances of uncommon sorrow. There were twenty-three persons on board, five or six of them passengers. The latter consisted of Marquis and Countess D'Ossilo, and their child two years of age; Celeste Padena, a very handsome lady of Rome, about 22 years of age; Henry Sumner, Esq. of Boston, who, with a child of the late captain, were all drowned, together with three of the crew.

The Elizabeth left Gibraltar in command of the mate, the captain having died there, leaving his wife and child on board. The child perished, but the widow was saved upon a spar by the assistance of the mate.

The cargo consisted of marble, straw goods, castile soap, olive oil and silk, which were scattered on the beach for miles. Some valuable paintings belonging to Mr. Aspinwall, are said to have been on board, together with Powers's statue of Calhoun, for Charleston, S. C.

The Marchioness D'Ossoli, late Sarah Margaret Fuller, was the daughter of the Hon. Timothy Fuller, late of Cambridge, Mass., and was one of the distinguished literary ladies of our country, to whom her father gave a masculine education.—In 1845, Miss Fuller accompanied a family on a European tour, became acquainted with the Marquis D'Ossoli, and the next year married him. Somewhat conspicuous during the revolutionary struggles in the Roman States, she quitted Rome on its surrender to the French for Florence, where she resided till her departure with her husband for America, the land of her birth and love. She was 40 years of age, and was in delicate health.

The young Italian girl, Celeste Padena, who was bound to New York, was at first greatly alarmed, and uttered the most piercing screams but by the exertions of the Ossolis she was quieted, and apparently resigned to her fate. At the proposal of the Marquis Ossoli some time was spent in prayer, after which all reconciled themselves to death and calmly awaited the parting of the vessel. The Marchioness Ossoli was entreated by the sailors to leave the vessel, or at least to trust her child to them, but she steadfastly refused.

Early in the morning some men had been sent to the Lighthouse for the life boat, which is kept there. Although this is but two miles distant, the boat did not arrive till one o'clock, by which time the gale had so increased and the swells were so high and terrific that it was impossible to make any use of it. A mortar was also brought for the purpose of firing a line over the vessel, to stretch a hawser between it and the shore. The mortar was placed at about 150 yards from the vessel, and though fired 5 times, it failed to carry a line more than half the distance. Just before the foremast sank the remaining sailors determined to leave.

The women were urged to try the experiment of taking each a plank, and committing themselves to the waves.—The Countess Ossoli refused to be separated from husband or child. She was willing to live or die with them, but not to live without them. She was not aware, to her last moments, that those she so fondly clung to, had perished before her.—Mrs. Hasty, (the Captain's widow,) tried the plank, and reached the shore utterly exhausted.—Those of the crew who were saved got ashore on planks or pieces of the wreck.

The steward, with whom the D'Ossolis' child had always been a great favorite, took it, almost by main force, and plunged with it into the sea; neither reached the shore alive. The Marquis D'Ossoli was soon afterwards washed away, but his wife remained in ignorance of his fate. The cook, who was the last person that reached the shore alive said that the last words he heard her speak were, "I see,' nothing but death before me—I shall never reach the shore. Between 2 and 3 o'clock in the afternoon, and after lingering for about ten hours, exposed to the mountainous surf that swept over the vessel, with the contemplation of death constantly forced upon her mind, she was finally overwhelmed as the foremast fell.

The dead bodies that were washed on shore were terribly bruised and mangled. That of the young Italian girl was inclosed in a rough box and buried in the sand, together with those of the sailors. Mrs. Hasty had by this time found a shelter at Mrs. Oakes's house, and at her request, the body of the boy, Eugene Angelo D'Ossoli, was carried thither and kept for a day previous to interment. The sailors, who had all formed a strong attachment to him during the voyage, wept like children when they saw him. There was some difficulty in finding a coffin, when the time of burial came, whereupon they took one of their chests, knocked out the ends, laid the body carefully inside, locked and nailed down the lid. He was buried in a little nook between two of the sand hills, some distance from the sea.

Mr. Sumner (son of the late Sheriff Sumner, of Boston, and brother to the orator of that name, was returning home after a year's absence,) jumped overboard in the morning and was not seen afterwards; he was in delicate health.—All the dead bodies have come to land, but those of the Ossolis and Mr. Sumner.

The voyage of the Elizabeth appears to have been characterized by unhappy occurrences. After 17 days sail from Leghorn, she arrived at Gibraltar, where the Captain died of small pox, and, in consequence of the severity of the quarantine laws, his body could not be taken ashore, and it was consigned to the sepulchre of the deep. On the passage to this country, the child, Eugene Angelo D'Ossoli, was seized with the small pox and recovered only by a miracle, to perish on the bosom of his perishing mother. They passed from life together, in company with the husband and father. Yet the unhappy catastrophe can be more deeply felt than described. It is too painful to be mocked by words.

All the silk, leghorn braid, hats, wool, oil, almonds and other articles contained in her were carried off by land pirates as soon as they came ashore. On Sunday there were nearly a thousand persons here, from all parts of the coast between Rockaway and Montauk, and more than half of them were engaged in secreting and carrying off everything that seemed to be of value.

PEACHES.—We are sorry to learn that great numbers of peach trees, in New Jersey, loaded with fruit, were uprooted, and many others were seriously injured and their fruit destroyed by the violent gale of last week. Much damage was also done the apple trees, and much of the growing fruit blown off.

A great flood has occurred in Vermont, caused by the late heavy rains. Many bridges have been destroyed, and the embankments of Vermont, Central and Rutland Railroad have been badly injured. No train has reached Boston from Burlington since Friday.

The Foreign Consuls, resident in New York, occupied prominent a department in the great processions on Tuesday here. Anthony Barclay, Esq., the venerable and respected representative of Her Majesty the Queen of England, in this city, dressed in official costume, headed that portion of the line, in his carriage, the driver of which bore a small white banner, with the red cross of England in the corner. Auguste Belmont, Consul General of Austria, in a very superb court dress, followed in his carriage, as did others of the Foreign resident consuls.

Hugh Maxwell, Esq., the Collector of the Port, walked the whole distance, at the head of the Custom House *personnel.*

READING OF THE DEATH WARRANT TO DR. WEBSTER.—The Boston Traveller of Wednesday says that Sheriff Eveleth proceeded to the Jail, that morning, and in presence of Rev. Dr. Putnam and Mr. Jailer Andrews, read to Dr. Webster the warrant for his execution. He was perfectly calm throughout the ceremony, and impressively remarked at its close—"God's will be done—I am entirely reconciled to my fate." The warrant fixes the time of execution between the hours of eight and eleven o'clock, on the 30th August.

PROF. WEBSTER—*Interview with Littlefield, Janitor of the College.*—Yesterday afternoon, at the solicitation of Professor Webster, Mr. Littlefield, the Janitor of the Medical College, and principal witness for the Government on the trial of Professor Webster, visited the Jail, and had an interview with the condemned man in the presence of Mr. Andrews, the Jailor. As he went into the cell, Professor Webster greeted him with great cordiality, taking him by the hand, and told him that he had long been desirous of seeing him, in order to make his acknowledgements to him. Professor Webster said he had done him, Littlefield, great injustice, and asked his forgiveness.

Mr. Littlefield replied, "I forgive you, Dr. Webster, with all my heart, and I pity and sympathise with you." He told him that it was a painful thing to go on to the stand and testify against him, but that he felt it to be his *duty*, and had no right to shrink from it. If he had testified to anything that was not strictly correct, it was not done intentionally by him; if he had, he asked his (Webster's) forgiveness.

Dr. Webster replied, "*Mr. Littlefield, all that you said was true—you have misrepresented nothing—but, as a dying man, I have no recollection in regard to the sledge hammer!*" He requested an interview with Mr. Littlefield's wife, who will, we understand, visit him this afternoon.

Both Professor Webster and Littlefield were much affected during the interview, and they parted with mutual good feeling.

We are also informed, that Professor Webster seems perfectly resigned and very penitent. He says that he has made his peace above, and is prepared to die. His only sorrow is concerning his unfortunate family. No is permitted to see him unless they hold a permit from the Sheriff.—*Boston Journal, July 25.*

It is said that the decision of the Council has produced no change in the appearance or manners of Prof. Webster. His mood for some time past, has been that of a man in deep thought.—When alone, he has a book in his hand, but does not read much. The jail officers do not keep a strict watch upon the prisoner, and they have no fears that he will commit suicide. He is, according to the jail record, in the 55th year of his age, and is five feet two inches and one eighth in height.

WRECK OF SHIP ELIZABETH.—The loss of this vessel, from Leghorn, via Gibraltar, for Philadelphia, which went ashore about five miles east of Fire Island Light in the dreadful gale of the 19th instant, was attended with circumstances of uncommon sorrow. There were twenty-three persons on board, five or six of them passengers. The latter consisted of Marquis and Countess D'Ossilo, and their child two years of age; Celeste Padena, a very handsome lady of Rome, about 22 years of age; Henry Sumner, Esq. of Boston, who, with a child of the late captain, were all drowned, together with three of the crew.

The Elizabeth left Gibraltar in command of the mate, the captain having died there, leaving his wife and child on board. The child perished, but the widow was saved upon a spar by the assistance of the mate.

The cargo consisted of marble, straw goods, castile soap, olive oil and silk, which were scattered on the beach for miles. Some valuable paintings belonging to Mr. Aspinwall, are said to have been on board, together with Powers's statue of Calhoun, for Charleston, S. C.

The Marchioness D'Ossoli, late Sarah Margaret Fuller, was the daughter of the Hon. Timothy Fuller, late of Cambridge, Mass., and was one of the distinguished literary ladies of our country, to whom her father gave a masculine education.—In 1845, Miss Fuller accompanied a family on a European tour, became acquainted with the Marquis D'Ossoli, and the next year married him. Somewhat conspicuous during the revolutionary struggles in the Roman States, she quitted Rome on its surrender to the French for Florence, where she resided till her departure with her husband for America, the land of her birth and love. She was 40 years of age, and was in delicate health.

The young Italian girl, Celeste Padena, who was bound to New York, was at first greatly alarmed, and uttered the most piercing screams but by the exertions of the Ossolis she was quieted, and apparently resigned to her fate. At the proposal of the Marquis Ossoli some time was spent in prayer, after which all reconciled themselves to death and calmly awaited the parting of the vessel. The Marchioness Ossoli was entreated by the sailors to leave the vessel, or at least to trust her child to them, but she steadfastly refused.

Early in the morning some men had been sent to the Lighthouse for the life boat, which is kept there. Although this is but two miles distant, the boat did not arrive till one o'clock, by which time the gale had so increased and the swells were so high and terrific that it was impossible to make any use of it. A mortar was also brought for the purpose of firing a line over the vessel, to stretch a hawser between it and the shore. The mortar was placed at about 150 yards from the vessel, and though fired 5 times, it failed to carry a line more than half the distance. Just before the foremast sank the remaining sailors determined to leave.

The women were urged to try the experiment of taking each a plank, and committing themselves to the waves.—The Countess Ossoli refused to be separated from husband or child. She was willing to live or die with them, but not to live without them. She was not aware, to her last moments, that those she so fondly clung to, had perished before her.—Mrs. Hasty, (the Captain's widow,) tried the plank, and reached the shore utterly exhausted.—Those of the crew who were saved got ashore on planks or pieces of the wreck.

The steward, with whom the D'Ossolis' child had always been a great favorite, took it, almost by main force, and plunged with it into the sea; neither reached the shore alive. The Marquis D'Ossoli was soon afterwards washed away, but his wife remained in ignorance of his fate. The cook, who was the last person that reached the shore alive said that the last words he heard her speak were, "I see,' nothing but death before me—I shall never reach the shore. Between 2 and 3 o'clock in the afternoon, and after lingering for about ten hours, exposed to the mountainous surf that swept over the vessel, with the contemplation of death constantly forced upon her mind, she was finally overwhelmed as the foremast fell.

The dead bodies that were washed on shore were terribly bruised and mangled. That of the young Italian girl was inclosed in a rough box and buried in the sand, together with those of the sailors. Mrs. Hasty had by this time found a shelter at Mrs. Oakes's house, and at her request, the body of the boy, Eugene Angelo D'Ossoli, was carried thither and kept for a day previous to interment. The sailors, who had all formed a strong attachment to him during the voyage, wept like children when they saw him. There was some difficulty in finding a coffin, when the time of burial came, whereupon they took one of their chests, knocked out the ends, laid the body carefully inside, locked and nailed down the lid. He was buried in a little nook between two of the sand hills, some distance from the sea.

Mr. Sumner (son of the late Sheriff Sumner, of Boston, and brother to the orator of that name, was returning home after a year's absence,) jumped overboard in the morning and was not seen afterwards; he was in delicate health.—All the dead bodies have come to land, but those of the Ossolis and Mr. Sumner.

The voyage of the Elizabeth appears to have been characterized by unhappy occurrences. After 17 days sail from Leghorn, she arrived at Gibraltar, where the Captain died of small pox, and, in consequence of the severity of the quarantine laws, his body could not be taken ashore, and it was consigned to the sepulchre of the deep. On the passage to this country, the child, Eugene Angelo D'Ossoli, was seized with the small pox and recovered only by a miracle, to perish on the bosom of his perishing mother. They passed from life together, in company with the husband and father. Yet the unhappy catastrophe can be more deeply felt than described. It is too painful to be mocked by words.

All the silk, leghorn braid, hats, wool, oil, almonds and other articles contained in her were carried off by land pirates as soon as they came ashore. On Sunday there were nearly a thousand persons here, from all parts of the coast between Rockaway and Montauk, and more than half of them were engaged in secreting and carrying off everything that seemed to be of value.

PEACHES.—We are sorry to learn that great numbers of peach trees, in New Jersey, loaded with fruit, were uprooted, and many others were seriously injured and their fruit destroyed by the violent gale of last week. Much damage was also done the apple trees, and much of the growing fruit blown off.

A great flood has occurred in Vermont, caused by the late heavy rains. Many bridges have been destroyed, and the embankments of Vermont, Central and Rutland Railroad have been badly injured. No train has reached Boston from Burlington since Friday.

Great destruction of property has also occurred in Maryland, Pennsylvania, New Jersey, Connecticut, &c., in consequence of the very heavy rains and wind during the gale of the 19th; the low lands near the Rivers were greatly flooded.

The damage done by the recent gale along the Southern coast is beginning to develope itself; off Hatteras eight or ten vessels are reported totally lost. Everywhere outside, the wind was tremendous, some large ships, names unknown, were seen total wrecks.

BALTIMORE, 23d July.—The United States steamer Vixen arrived at Norfolk yesterday from Havana. The American prisoners have been all given up, and placed on board the United States ship Albany, to be taken to Pensacola. The Vixen left Norfolk immediately for Washington.

Despatches have been received from Hon. Jas. B. Clay, stating that our claims upon Portugal will be paid, including the Armstrong claim.

Garribaldi, the late Commander of the Roman patriotic army, is daily expected at New York, in the ship Waterloo, from Liverpool.

Prescott, the American Historian, has had conferred on him the honorary degree of Doctor of Civil Law, by the University of Oxford. Our countryman is reaping high honors in the old country.

The comet discovered by Dr. Peterson, at Altona, and now visible in the South Western part of the heavens, attained its nearest point to the earth on Monday night last, and is now rapidly flying into the unknown regions of space. It will be visible but for a few days longer. It passed its perihelion on the 22d July.

THE CHOLERA.—A telegraphic report from Cincinnati states the number of deaths in that city for the twenty-four hours ending the 25th inst. to have been 54—21 of which were from cholera. The total number of deaths for the week ending the 20th was 419, of which 185 were from cholera.

In some parts of Illinois and Indiana the cholera prevails with considerable violence.

WORK AT THE N. Y. POST OFFICE.—There were 5,158 letters received by the Atlantic, and 32,151 by the America, making a total of 37,300 foreign letters, which were distributed on