

A Visit to Sebastopol.

An officer of the British navy, who has just visited the Battle ground of the Crimea, thus writes to the Daily Telegraph:—The town is almost deserted and in ruins. Shot holes and dents are to be seen in anything that remains standing; very little attempt has been made at rebuilding; the place remains one of Pompeii, nothing but stone walls and roofless wrecks of houses. Nothing whatever remains of the fine docks they had here, their destruction having been so complete as to leave very little trace of them; one would hardly believe they extended so far as they did, as the ground is grown over and looks quite natural, as if it had never been disturbed. Of the old barracks and hospital the only portions standing are parts of the walls at intervals, all telling tales of the bombardment. The Malakoff tower is situated upon a hill behind the dockyard, commanding the town and surrounding country. A portion of the tower is standing, and inside is the tomb of the Admiral who defended it. The surrounding earthworks were blown up, and the extent of them it is quite impossible to judge. To the right is the Redan, where so many of our poor fellows fell. In front is an obelisk to their memory, which is in a very good state of repair. To the left of the Malakoff, and near Inkerman, is the Mamelon, a large earthwork commanding a very good position. Going up the side of it I picked up several pieces of steel and parts of a rifle. The next place visited was the battle-field of Inkerman, the two-gun battery and the graveyards on the way. The graveyards are in as good a state of repair as one could expect. Some of the walls have been pulled or fallen down, and the natural consequence is they are filled with sheep and cattle. Most of the monuments that have been in the shape of a cross or had a cross on them have been defaced. We must put that down to the Mohammedans, not Russians. The obelisk erected at Inkerman to the English, French and Russians is quite perfect. On the fields where the armies encamped are still to be seen the remains of cooking utensils, broken bottles, etc., scattered about in all directions. The two-gun battery which the guards held, and where the hardest fighting took place still exists, and in very good order. On the slope leading to it, where the Russians came up in such force, I picked up several spherical bullets and a Russian button. They were not buried in the ground, as one would suppose, but lying quite on the surface, under small bushes. It is quite a rare occurrence to pick up anything of the kind, as the inhabitants are constantly digging and looking for such relics to sell. The trenches round the town are very distinctly marked; one can follow them for a long way. In some places they have been filled up to form a road or crossing. The officer visited the field of Balaklava, where occurred the famous dash of the six hundred. An obelisk marks the place, and a second obelisk and a small graveyard tell where many of the six hundred fell. The town of Balaklava is small and principally inhabited by Greeks. The harbor is quite landlocked; the smallest vessel could ride out the heaviest storm, blow in what direction it would. It was off the entrance that our vessels got so much knocked about in the gale of November, '54. The Russians are now going to convert it into a military port, which with very little defence could be made impregnable, the entrance being about two hundred yards wide, with a sharp turn to the right directly after entering.

The Devastation.

Britannia's last born water-baby, the turret vessel Devastation, recently took her first public airing in the English channel, greatly to the delight of the Lords of the Admiralty, who do not hesitate to pronounce her the strongest man-of-war in the world. With no mast except a bit of stick for signalling purposes, with enormous twin screws, massive turrets hindering four 35-ton guns, and a huge tower weighing in itself 110 tons, she is like nothing that ever before carried the flag of England, and with her fashion of burying her forecabin under a sheet of green varnish, she is said to look more like a marine monster than a ship of war as she steams out into the Channel. She could race off to any coast, it is said, sink a dozen vessels of almost any existing pattern, and be back again to Portland or Portsmouth with no more consideration for the wind which happened to be blowing than for the spots on the sun. To pierce her sides an enemy must come close enough to her 35-ton guns to send his shot and shell through twelve inches of rolled iron. If again he seeks to "ram" her, she is equipped to play also at that game, and taking her actual bulk of ten thousand tons, as she sits upon the sea, one touch of her stem will be enough for the hardest antagonist. She costs so much in material and equipment, and is so completely a product of expensive manufacturing gear and the highest metallurgical skill, that only the wealthiest nations, it is said, can afford to imitate the type. The metal in her would make a railway, and the coals which she will burn would pay for a squadron of wooden ships. This huge floating mountain of iron is so controlled by clever engineering devices that she can be managed by three hundred men, of whom only two hundred are blue jackets.

Captain Hall as a Commander.

A gentleman, formerly connected with the British consulate in New York city, says that at sea Capt. Hall was known to be of a very obstinate disposition, and was considered to be a rigid martinet. He was bound to achieve his end at any and all risks, and without consulting the feelings of those under him. Brave to recklessness, he rarely weighed consequences, and felt that everybody must share his own sanguine enthusiasm. This disposition would account for his quarrel with

Capt. Buddington, his sailing master, at Uppernavik, which was only settled by the interference of the Captain of the United States transport. The gentleman volunteered the following information, which had come to his knowledge in his official capacity at the British consulate, namely: That on his last Arctic voyage Capt. Hall had shipped two Englishmen. Before reaching Newfoundland these two men became a little rusty. They were afraid of the voyage, and they went into Capt. Hall's cabin and told him so. "Now, men," he said, "I have treated you well up to the present, and I mean to treat you well up to the end; but come with me. You, must now. You have signed the articles." The two men went to work a little mollified, but still dissatisfied. Two weeks after one of them refused to work any longer, and Capt. Hall, drawing his revolver, shot him dead.



HARBOR GRACE, JUNE 13, 1873.

THE Mails, per "Hibernian," arrived here on Wednesday last. We have received papers of recent dates, from which we make various interesting quotations.

THE long absent schooner "Mary Jane," James Davis, master, (referred to in our last issue) came into port this morning with about 150 seals. We learn that she had been jammed in various northern Bays during the spring—sooner freed from one place than caught by icy grasps in another. We are glad, however, that she has so opportunely arrived, and happy to state that the crew are sound and well. The petition forwarded to Government, requesting that a steamer be despatched in search of her, met with a gracious response, and too much laudation cannot be accorded the Government for their willing and prompt compliance with the prayer of the petitioners. We understand the search steamer was to have gone to-day, but owing to the "Mary Jane's" arrival, a telegram was sent to St. John's intimating the fact in time for the steamer's detention, thus saving the expense that would have been incurred otherwise.

FROM the Aberdeen "Herald" of the 31st May, we learn that the "Great Eastern" had commenced coaling at Weymouth for her Atlantic voyage, and that it would take seven days to fill up her bunkers, proceeding at the rate of a thousand tons a day.



By Authority.

His Excellency the Governor has been pleased to appoint Commander John Alexander Fowles Luttrell, and Lieutenant John S. Halifax, of H. M. S. Woodlark, to be Justices of the Peace for the Island of Newfoundland and its Dependencies. Secretary's Office, St. John's, 9th June, 1873.

His Excellency in Council has been pleased to appoint Felix J. McCarthy, Esq., to be Sub Collector of Revenue at Carbonear, in room of his late father, John McCarthy, Esq., deceased; Hugh Vavasour, Esq., to be Sub-Collector of Revenue at St. Lawrence, instead of Preventive Officer, as heretofore; W. J. Coen, Esq., J. P., Grand Bank, to be Assayer of Weights and Measures and Commissioner of Wrecked Property, in the room of J. Haddock, Esq.; Mr. George Gaden to be Third Clerk and Assorter at the General Post Office, in the room of the late James Furlong, deceased; Mr. Jabez Tilly to be Protector of Fisheries at Belle Isle, during the present season; Mr. George Toms to be Protector of Fisheries at Cape John, during the present season; Mr. Moses Clarke to be a Member of the Board of Road Commissioners at Brigus, in the room of Mr. Isaac Clarke, resigned.

The present Road Boards in the District of Bay-de-Verds, are hereby abolished, and the following substituted therefor:

His Excellency has been pleased to appoint the following Gentlemen as Members of the Road Boards hereinafter named:— The Rev. G. S. Chamberlain, and Messrs. Henry Blundon, James Moores, Stephens, Bay de Verds; Thomas Hyde, Red Head Cove; George Cull, Caplin Cove; Stephen Emberley, Caplin Cove; Bay de Verds Road Board.

Messrs. Eli Garland, Azariah Garland, Edwin Turner, John Cummins, George Sparks, Joseph Wiltshire, Lower Island Cove; George Cull, Caplin Cove; Timothy Kinsella, Job's Cove; Lower Island Cove Road Board.

The Rev. Joseph Donnelly, and Messrs. Simeon March, Joseph Hogan, Jacob Moores, Charles Steele; Northern Bay Road Board.

Messrs. Levi Garland, William Lacey, Mulley's Cove; Francis Parsons, Fresh Water; Thomas Forristall, Gussett's Cove; Maurice Walsh, and George Perry, Western Bay; Henry Garland, Ochoe Pit Cove; Denis Fahey, Western Bay; Stephen Halliway, Ochoe Pit Cove; Black Head Road Board.

Side, Water Street, as a Bonded Warehouse, under 39th Section 27th Vic. Cap. 2. Secretary's Office, St. John's 10th June, 1873.—Gazette.

It was gratifying to learn from a good neighbour on the evening of Monday last, that just then excellent accounts had been received from the Westward of the state of the fisheries along the coast. In some places there has been more fish taken, so far, than was captured altogether last year. This is cheering indeed both to the supplier and the supplied;—and, not only so, but to all who take an interest in our fisheries,—the great mainstay of Newfoundland.—Times, June 11.

We regret to record that on Saturday last a boy named Patrick Kent, fourth son of Mr. Thomas Kent, farmer, Quidi Vidi road, while bathing in a pool called "Sliding Rock," near Long Pond, unfortunately went beyond his depth, and ere assistance could be rendered, sank to rise no more! Ibid.

MARSHAL MACMAHON, who has just been elected President of the French Republic by the National Assembly at Versailles, was born at Autun, department of the Saone-et-Loire, in the year 1808, and is a descendant of an old Irish Catholic family who risked and lost all in the service of the last of Stuarts Kings. Esme Patrick-Maurice MacMahon, whose early education was conducted in his father's house, was sent to the military school of St. Cyr at the age of 19. He was made a sub-lieutenant of Hussars in 1827, and was despatched to Algeria in 1830, where his gallant conduct on the field of battle gained for him the title of Grand Officer of the Legion of Honour, and in 1832, while acting as aide-de-camp to General Achard, took part in the siege of Antwerp, and was rewarded by the Cross of the Order of Leopold. He attained the rank of captain in 1833 and after holding the post of aide-de-camp to several African generals, and taking part in the assault of Constantina, he was nominated Major of Foot Chasseurs in 1840. In 1842 he became Lieutenant-General of the Foreign Legion, and in 1848 General of Brigade. In the following year he was made a Commander of the Legion of Honour, and appointed to the Governorships of Oran and Constantine. When Cadoberst left the Crimea in 1855 General MacMahon was selected by the Emperor to succeed to the command of a division, and he was assigned the perilous post of carrying the work of the Malakoff by the chiefs of the allied armies on the 8th September. In consideration of his brilliant conduct, which was crowned with success, he was elevated to the dignity of Grand Cross of the Legion of Honour, and in the following year was nominated a Knight Grand Cross of the Order of the Bath. MacMahon bore a conspicuous part in the Italian campaign of 1859; received shortly afterwards the "baton" of Field Marshal in acknowledgement of his gallant services on the occasion of the battle of Magenta, and was subsequently created Duke of Magenta. Marshal MacMahon was appointed to the Governorship of Algeria by an Imperial decree, dated September 1, 1864, and was despatched there to quell a formidable insurrection. Until the outbreak of the war in 1870 Marshal MacMahon retained his post in the African colony, when he was appointed to the command of the First Corps of the army. Wounded and taken prisoner at Sedan, he remained in Germany until the month of March following, when he returned to France and placed himself at the disposition of the army of Versailles, which, after a severe struggle, lasting upwards of two months, succeeded in subduing the Communists, and rescuing the city from the hands of the party of disorder.

LAST month, an Irish woman went into the Post Office, Arcade, Newcastle believing it was a public-house, and handing a bottle to one of the clerks, asked him for a pot of the best whisky, for which she laid eightpence on the counter. The clerk, managing to preserve his gravity, took the bottle to the water tap, and filled it with the sparkling liquid supplied from Whittle Dene casked it up, and then returned to the visitor, telling her that he hoped she would be a good customer in future, but generously declined to accept payment, as that was the first time she had honoured the establishment with her patronage. The woman, who evidently was unaccustomed to such liberality, expressed her thanks in eulogistic terms and went on her way rejoicing, but whether she will give the good-natured clerk another opportunity of displaying his generosity may be very doubtful.

MR. Geo. SMITH sends to the London "Telegraph" a hopeful account of his progress with the Assyrian excavations. Having found the site of the King's Library at Nineveh, his search has been rewarded by many important discoveries, the chief of them being that of a broken tablet containing the very portion of the text which was missing from the narrative of the deluge.

Latest Despatches.

LONDON, June 9.—In the House of Lords to-day, Russell introduced a bill for better government in Ireland, abolishing the office of Lord Lieutenant, and providing that eight jurors out of twelve shall suffice for a verdict. The object of the bill is to restrict the power of the priesthood and secure the conviction of criminals. The payment of the first installment of the remaining milliard due Germany was completed on Saturday. Figueras and his Cabinet, after a stormy session in Cortes, were prevailed on to remain in office. Spain will get money by voluntary or forced loan. NEW YORK, 10.—The Court of Appeals granted Stokes a new trial. The decisions being unexpected, creates a profound sensation.

THE POLARIS.

The Hall Poisoning Case. NEW YORK, May 23.—Judge Charles P. Daly, President of the Geographical Society speaking of Captain Hall of the "Polaris" Arctic expedition, says that the letter writer who started the poisoning story upon the expression of a suspicion of an Esquimaux, would not have done so had he known the breed. They do not know what truth means. Joe is spoken of as a well-meaning man, but Hans is a man of very bad reputation and was near being hanged by our Playes on one of his expeditions, so convincing was the proof that he had been the cause of the death of Mr. Sontag. Judge Daly is not inclined to accept as true the stories told of Captain Buddington by those rescued, and alludes to the circumstances that Tyson and Myers were men reported as showing insubordination at Disco. Capt. Hall, he says, however, was not capable of leading such an expedition, and did not care so much that the north pole should be reached as that he should reach it. He was no seaman, and an attempt to induce him to leave the command to Dr. Grinnell, a son of his benefactor, failed. This Mr. Grinnell, when spoken to on the subject, said that Capt. Hall lacked only one requisite for the task he undertook—ability to govern the men. He was too familiar with his crew. John Heyman who furnished the expedition with a portion of her outfit, is made to say by an interviewer that Hall expressed himself as confident that Buddington Chester and Morton would sustain him in any discipline he should attempt to enforce, and that he (Heyman) in his daily visits to the "Polaris" when at New York, was not favorably impressed by Tyson. He regarded him as a very dissatisfied man, and one whom it would be difficult to manage. In his opinion the whole party rescued were deserters.

The divers continue their work on the "Atlantic" wreck, and have up to the present time secured a large part of the cargo. There still remains, however, a considerable portion of the cargo in the ill-fated vessel which will take some time yet to recover. On Wednesday the divers brought up two male and one female bodies from the steerage. Mr. Louis Guilanden, who is connected with the New York Coast Wrecking Company, went down on Thursday to look at the wreck, and reports having seen the body of a man dressed in black clothes, wedged in among the ironwork of the vessel, so much so as to render it almost impossible to get it out, without pulling the legs off, which the divers don't want to do. The body is that of a stout man, with mustache, and wearing gold sleeve buttons and heavy gold studs, also watch and chain. From the description of the late Mr. C. Fisher of Vermont, the divers think it is his body. An effort will be made to recover it intact.

STOKES'S CASE.—Although Edward S. Stokes is himself very despondent on account of the denial of the motion for a new trial case, his lawyers seem to be still buoyed with hope that the application will be more successful in the Court of Appeals. Stokes will probably be re-sentenced this week. When the news reached him that a new trial had been denied, he was in his counsel room, in company with his father. "Is it so?" he remarked, looking greatly disappointed, and then turning to his father said: "See here, father, read that, handing him a piece of paper containing the decision; the case must now go to the Court of Appeals. The father took the paper, and with trembling hand read the startling legal lines. The poor old father was staggered, but he betrayed no great emotion.

HALF a million pounds—or almost \$2,500,000, gold—are to be expended on the fortifications of Halifax this year by the British Government.

NEWS ITEMS.

CAROLINE, Dowager Countess of Abergavenny, died on the 18th ult., at Birling, near Aylesford, Kent.

A REPORT has reached London that the Imperial Palace at Jeddo was totally destroyed by fire on the 5th ult., but no lives were lost.

THE Right Hon. C. P. Villiers, M.P., Viscount Amberley, Mr. Alfred Tennyson, and Professor Tyndall, have joined the Mill Memorial Committee.

THE Portland "Argus" says that Mrs. Hall, wife of the lamented Arctic explorer, was on board a train from Boston, lately, and hearing a gentleman, read the account of her husband's death, the first information of the disaster she had received, burst into an uncontrollable fit of weeping, and was assisted from the car at Dover.

A little toy terrier was smelling about the meat at the door of a butcher's shop Garscube Roads, Glasgow, when the person in charge of the shop, a girl named Houston, threw a knife at the animal. The knife lodged firmly between the shoulders of the dog, which ran howling a considerable distance before the knife was extracted. The girl was next day fined 10s. 6d. for the cruel act.

THE news of the world at large continues much too full of miscellaneous bloodshed to be pleasant reading. Setting aside the more regular warfare of the Khiva expedition, the Dutch in Sumatra, and the Ashantee invasion, there are the terrible doings between the Modocs and their pursuers; and the atrocities of Carlists in Spain are, as might perhaps be expected, rather outdone by unconverted cannibals in Fiji. A planter named Burns, his wife and family, and 16 labourers, have been killed, and the bodies were not eaten only because the feast was interrupted. This was a massacre by heathen savages, who make excuse—truly or not—that they did it in retaliation for two of their women being shot dead, for trespassing by some of the labourers. What excuse the Carlists will offer for making a fusillade upon about a score of volunteers who had surrendered, or for similarly taking the lives of two children employed as "spies," the world has yet to learn. Neither is there yet to be heard a contradiction. Manchester Times, May 24.

THE ASHANTEE WAR.—The news from Cape Coast Castle is that, after an engagement on the 15th April, although no particular advantage was gained by either the Ashantees or the Fantees, the latter again retreated towards the coast, and when the Loanda sailed the Ashantees were in occupation of Ekrafu, a village about three hours' journey from Cape Coast Castle. The Houssa troops and volunteers, under the command of Lieutenant Hopkins, 2nd West India Regiment, rendered good service in the last engagement with the Ashantees, but their numbers are hardly sufficient to have a very decided effect. The Ashantees have suffered severely from losses in battle, as well as from smallpox, which was said to be ravaging their army; nevertheless, they appeared determined to press towards Elmina, where they will be joined by Atehampon, an Ashantee chief, who was for some years at Elmina under the Dutch, and who is bringing a contingent of 10,000 men, by way of Apollonia, to co-operate with the force now threatening Cape Coast. The Fantees were taking refuge in Cape Coast Castle daily in large numbers, where smallpox was prevalent, and as in a short time all provisions were expected to be expended, a fearful famine was anticipated.

A TRAIN, when moving slowly, was lately stopped on the Rajmahal branch line by an alligator! The cow-catcher pierced the animal's body, and in its convulsions the tail twisted between the spokes of one of the wheels and stopped its revolution. Blunt George Stephenson little thought that his adage about the "Coo" would hold good in Bengal with respect to an alligator.

SHIP NEWS.

PORT OF HARBOR GRACE. ENTERED. June 13—Mercade, LeBuff, New York, provisions.—John Munn & Co.

PORT OF ST. JOHN'S. ENTERED. June 5—Nestorian, s.s., Watts, Halifax, A. Shea. Neptune, s.s., Brien, Montreal, Job Bros & Co. 6—Mary, Burman, Liverpool, Job Bros & Co. George McKean, Chisholm, Antigonish, J & W Pits.

Zingra, Searle, Cadiz, Ayre & Marshall June 7—Barbara, Bartlett, Figueira, Baine Johnston & Co. Memento, Auchinleck, Figueira, E Duder Volant, McDonald, New York, J Wood.