

MISCELLANEOUS.

The Queen's permission has been given to the gallant British defenders of Kara to wear the Orders bestowed upon them by the Sultan. Major-General Sir W. F. Williams received the Imperial Order of the Medjidie of the First-Class; Lieut.-Colonel H. A. Lake the order of the Second Class; and Captain L. H. Thompson, Captain C. C. Treddale, H. Sandwith, Esq., M. D., and H. A. Churchill, Esq., the Third Class of the same Order.

The following officers in the Crimea have obtained leave of absence: On Medical Certificate.—Lieutenant-Colonel Montgomery, 1st Battalion, 1st Regiment; Col. Paly, 10th Hussars; Major Donovan, 33rd Regiment; Lieut.-Colonel York, 1st Dragoons; Lieut. Griffiths, 23d Regiment; Second Class Staff-Surgeon Bains; Quartermaster of Brigade Addy, Land Transport Corps; Capt. H. Forster, 95th.

On "Urgent private affairs."—Lieut.-Colonel the Hon. F. Colborne, C. B., Assistant Quartermaster-General; Brigadier-General Shirely, C. B.; General Durant, 12th Lancers; Veterinary Surgeon Byrne, 4th Light Dragoons.

Lieut. Louis Geneste has hoisted his pennant on board, and taken the command of the 2-gun boat Herring, now fitting out in the Woolwich basin.

Lieutenant Beck, of the Ferret, was brought to a court-martial last week, at Chatham, on four separate charges of disobedience, preferred by Captain Leckie, of the same ship. The court declared that the first, second, and third charges were fully proved, and sentenced the prisoner to be dismissed from Her Majesty's service.

Two more new gunboats, the Deacon and the Bravo, were launched at the yard of Mr. Laird, at Birkenhead, on Monday.

Captain Coddington's division of gunboats went out of Portsmouth harbour to the Motherbank last week. The first and second divisions of the whole gunboat flotilla will rendezvous at Portland—the third and fourth in Stoke's Bay.

The Times announces that the Duke of Wellington has resigned his office of Master of the Horse, in consequence of his Grace's disagreement with Ministers upon the subject of life peerages, as evinced by his vote in favor of Lord Lyndhurst's motion. Our contemporary also gives currency to a rumour to the effect that the Lord Chancellor had resigned from differences of opinion with some of his colleagues upon the same question. We have every reason to disbelieve this latter report. We are confident that the Government will not be so easily induced to effect the course which has been advisedly initiated, for the purpose of adding to the dignity and usefulness of the Upper Chamber of the Legislature, which alone appears to be the measure.—Globe.

The Archbishop of Canterbury headed a deputation to Lord Palmerston on Saturday, on the subject of the Sunday observance question. The Earl of Shaftesbury, the President of the Wesleyan Conference, and the Moderator of the English Presbyterian Synod, were amongst the leading members of the deputation, which also embraced representatives of the greater part of the Protestant religious societies of the metropolis. The Archbishop after a few words of introduction, read an address deprecating any interference with the Sunday by opening public institutions. Lord Palmerston promised to "bring the subject before his colleagues that afternoon."

In the division last Thursday in the Lords, on the Wensleydale peerage case, the Earls of Aberdeen and St. Germain supported Ministers, as did the Duke of Leeds, the Marquess of Abercorn and Bristol, the Earls of Glasgow, Ripon, and Somers, Viscount Sydney, and Lords Ashburton and Manners, all of whom were supporters of the last Ministry, while the Duke of Wellington, the Master of the Horse, was in favor of referring the question to the Committee of Privileges, as were the Duke of Buccleuch, and the Earls of Romney, Shaftesbury, and Stanhope. All the *Laird Lords* (as appeared from the debate) except the Lord High Chancellor, supported the reference, as did Lord Denman, who has been at the bar.—The Bishops of Rochester, Exeter, and Linn (Lord Plunket) were the only prelates who supported the reference; while the two Archbishops, and the Bishops of Durham, St. David's, Manchester, Hereford, Chester, and Bath, and Wells, (all with appointments) voted with Ministers against it.

Mr. George Arkwright, the Conservative M. P. for Leominster, expired at his residence, in the Albany, on Wednesday last.

On Wednesday Mr. Baines was elected for Leeds without opposition.

The Edinburgh election was decided the same day. Great exertions were made on behalf of Mr. Douglas, the anti-Maynooth candidate; the Record asserting the election was one of the most important that has ever taken place. The show of hands was in favor of Mr. Douglas, but the poll on Friday reversed the order by a large majority; the numbers being—Black, 2,439; Douglas, 1,795; majority for Black, 643.

The dividend about to be recommended at the approaching meeting of the London and North-Western Railway Company will be at the rate of 5 1/2 per cent. annum.—The directors of the Great Western have determined to recommend the declaration of a dividend to the 31st of December, 1854, at the rate of 2 1/2 per cent. annum, carrying forward a balance to the current half-year of about £16,000.

On Friday the Directors of the Bank of England repeated their liberality in giving to every clerk in the establishment a bonus of £10 per cent on his salary for the past year.

An American brig of 200 tons, probably the Chatsworth of New York, previously reported completely equipped for the slave trade, has been destroyed by the British cutter *Boazvita*.

WRECK OF THE JOSEPHINE.

Mr. George Andrews, a young farmer, has narrated what he saw of the awful scene:—

"He had taken charge of a Miss Logan, a young lady eighteen years of age, who, on the collision occurring, rushed out of her cabin, attired only in her night-dress. He took off his great-coat and put it round her, and when the ship turned over, he took her round the waist, and got into the mizen-rigging; and a passenger named Golding, who had a little child in his arms, was near him. In this position they remained upwards of an hour—the passengers who kept clinging to the rigging shouting to the steamer to save them. About a quarter of an hour after the ship had gone over, Captain Canney, who was on the side of the wreck, was swept overboard by a sea which broke on the ship, and disappeared. Perceiving that she was fast sinking, he (Andrews) proposed to Golding to crawl along the mizen-mast, which was resting on the water, as the vessel in this position would be likely to right. The unfortunate fellow replied that he thought it would be better to remain where he was. Mr. Andrews, with Miss Logan in his arms, then made an effort to get along the mast. The poor girl, however, if not dead, was completely exhausted; and in getting her up the mast, he was several times nearly overcome himself. On reaching the cross-tree a sea caught them both, took the girl from his arm, and she was swept away. He believed, however, that she had before expired. The sea even caused him to lose his hold, and it was only through a desperate effort that he succeeded in regaining his grasp. He saw poor Golding, and the child he was so anxious to save, swept into the deep. The hull of the ship then gradually went down, and he saw some forty or fifty men, women and children, struggling in the waves, screaming for aid. Their cries were heard a few minutes, and all was over. He then made his way up to the mizen mast-head, and a little boy, named Sutton (whose parents and brother and sister perished), a passenger, and the chief steward managed to hold on to the rigging of the yard near him. Three others got up to the mainmast head, and one poor fellow lost his life in endeavoring to pass along the stay between the two masts. The water gradually rose up to their legs. They could see the steamer, and kept shouting for help. About half-past eleven o'clock their cries were heard by a Deal lugger, which had been sent in the direction of the wreck, and benumbed and almost half dead, they were taken off by the boatman Pearson, whose conduct is spoken of in commendable terms. The ship was lying on her beam-ends more than an hour, with the passengers clinging to the rigging, before she went down, and there was ample time for the life-boat to have taken the whole of them off the wreck in two or three journeys to the steamer, had they stood by.

"The following extract from a letter from Rome, dated 1-4th instant, gives an interesting account of a recent visit by brigands near Volterra:—'We left Naples by diligence at an early hour on December 25th, and were accompanied by a mounted gendarme, a silver, which was not from Naples, but from Molise. As soon as we had left the town of Molise, where the King maintains a large garrison, we got to Mola at nightfall, where we deposited the specie, and our escort left us. Having changed carriages at Terracina, the frontier town of the Papal States, we started thence about one hour after midnight, and our stumbers through the Pontine marshes were only disturbed by the demands, at such a stage, of the post-boys for *carrioli*. At early dawn we arrived at Castelmar, an about eleven o'clock changed horses at Volterra. It was a fine bright morning, and being Sunday the men were idling about in groups, in their brown cloaks and conical hats, and the female *carriolanti* were flocking into the town in holiday costume—scarlet bodices, blue *reticcioli*, and the white *mosario* on their heads. I walked on in advance, and had proceeded about half a mile beyond the town, when the diligences overtook me, and I threw it up. About ten minutes afterwards we came to a sudden halt, and upon looking through the glasses to ascertain the cause of our stoppage, found we were surrounded by brigands, masked, and six or seven long rifles presented horizontally at the carriage windows. They approached, opened the doors, and motioned us to alight, and made us lie down on our faces by the roadside. We were three passengers, and had a follow to each, who were then taken to a place, where they were put in the hands of the post-boys. I handed out all the loose silver I had about me, which was very little; but I had also a few Napoleons which, in order that I might not during the darkness be disturbed by mistake for *le Paul pieces*, I had wrapped in a morsel of paper—this I did not give up, and as the follow did not himself put his hands into my pockets, I luckily saved my coin. To my surprise he did not take my watch, although he searched it, and his hand even came in contact with the chain. He took my cigar case, and returned to me my handkerchief. He then ordered me not to move, and left me; when we heard an altercation with the conductor, who was pleading most earnestly to the *Carriolanti*, as he called him. Then we heard them coming through the thick *lastrin* that covered the loggia on the roof. In about ten minutes they were jumping into the *carrioli*, or thick plantation of tall reeds, by the roadside, and disappeared. 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