

Genoa on French flag. Outrage in question perpetrated by Swiss mob during violation of Swiss territory by Savoyards going in process to congratulate the Emperor.

Weather finer in Paris, but floods and hurricanes reported in the Provinces. Fourteenth rather fiercer on 7th, closing 67 95.

**FURTHER**

The Europa with 119 passengers, arrived at 11 A.M. on the 19th.

BOLOGNA, 8th.—An insurrectionary movement taken place in the Province of Pesaro, 400 insurgents have attacked and defeated the Papal troops.

The telegraphic communication with Naples is interrupted.

TRIN, 8th.—The manager of the Southern Railway has been requested to prepare for an extraordinary transport of troops. The 3rd, 4th and 8th corps d'armes are about to be placed on war footing, and the soldiers on furlough have received orders to join their regiments.

PARIS, 8th Sept.—Verki Effendi has received information by telegraph, that his full powers for signature of the Convention are en route for Paris. 3.20 P. M.—The Bourse opened flat, but afterwards became firmer, Renten being last quoted at 68 1/2 or five cents higher than yesterday.

VIENNA, 8th.—The emperor has received counts Sezechen and Apponyi, who expressed to His Majesty the historical right of Hungary. The emperor pronounced himself in favour of the proposed amendment proposed by Count Hardey. It is expected that during the first sitting the Reichsrath, an autograph letter of the Emperor will be produced re-establishing the principle of the autonomy of that Province and announcing the reforms immediately to be promulgated.

SEÑOR COLO Gusada, the Spanish Minister at Berlin, after a stay at Vienna of several days during which he had a conference with Count Reichard, has left for his post.

It is believed that the King of Naples will not proceed to Spain but will come to Austria. Preparations are being made at the Imperial Court at Vienna for receiving their Neapolitan Majesties.

The Opinions National says the first column of volunteers under the command of Rossi entered the trenches to-day.

New York, Sept. 24, 1860.

Adriatic at Southampton 13, arrived.

Garibaldi entered Naples on the 8th, received with intense joy, proclaimed Victor Emmanuel King of Italy.

Insurrection spreading in Papal States.

Weather continues favourable to crops.

Flour steady. 27s. 6d to 30s.

Wheat quiet. Corn dull. Provisions quiet.

Consols 93 to 93 1/2.

**EXTRAORDINARY DISCOVERY OF HUMAN SKELETONS.**—A discovery has just been made at Sedley, near Wolverhampton, of a nature so appalling and has drawn thousands of people to the scene. A cavern, known as the Pig and Whistle, has recently been closed up, the windows boarded up and doors nailed and since it was vacated by the last tenant no one could be induced to enter on any terms, for the obvious reason that it had the discouraging reputation of being haunted. A Mrs. Fox was the last occupant, and her family were continuously disturbed by unusual noises at night, and we have it on the testimony of several respectable and intelligent people, who have been called in, in the middle of the night to appease their night, that they have heard what appeared to be piercing cries of a human being coming from somewhere around the fire place, and that it would gradually sink away, and again resume its wailings. Various and horrible have been the sights seen and the noises heard on the premises: it was to be believed a number of people whose credulity could scarcely be said to be imposed upon.

In pulling down the building yesterday, for the purpose of re-erection, the workmen discovered a quantity of bones buried beneath the hearthstone in a cavity formed by an arch of house top and mortar. They were found to be those of a human being. All the bones would fill about half a coal basket. As they do not form an entire skeleton, it is supposed that the remainder has been deposited in another part of the premises.

A startling disclosure it is said, will shortly be made public in reference to the matter. —*Liverpool Mercury Aug. 30.*

**MAINE HORSES AT THE NATIONAL HORSE SHOW AT SPRINGFIELD.**—There were six horses from Maine at the show at Springfield last week and three of them took premiums, the "Maine Messenger" owned by John Wyman of Bangor which took the 1st premium of \$100 for family horses, geldings or mares, and the "Brown Seward" which took the third premium of \$50 for gentlemen's driving horses, four years old or over. This is pretty well for Maine, when not half the animals exhibited take premiums. We understand that McLaughlin & Shaw sold their horse "Tarzan" for \$1500, and John Wyman sold "Nelly Crow" for \$1000. —[W.Lig.]

It is rumored that Lord Mulgrave is to succeed Sir Edmund Head as Governor General of Canada. Hon. J. H. T. Munroe, Sutton to relieve Lord Mulgrave in Nova Scotia, and Sir Alexander B. Munroe, of New Brunswick, to be Governor of New Brunswick.

# TERRIBLE CATASTROPHE

CHICAGO, Saturday, Sept. 8, 1860.

The Steamer Lady Elgin in the Lake Superior Line, which left here last night, was run into by the schooner Augusta, off Waukegan, at 2 1/2 o'clock this morning.

The steamer sank in twenty minutes in 300 feet of water.

Only seventeen persons that are known to be saved, including the clerk, the steward, and porter.

From 500 to 400 persons are said to be on board, and among them were the Black Yagers, the Green Yagers and Rifles, and several fire companies of Milwaukee, who were on a visit to this city.

At the time of the accident, the schooner was sailing at the rate of eleven miles an hour.

The steaming McQueen left this morning for the scene of the disaster.

Up to the present time fifty-five persons have been saved.

Henry Ingraham, member of Parliament and proprietor of the London Illustrated News, and his son Herbert, are said to have been amongst the passengers.

The books and papers of the steamer are all lost.

After the collision, the steamer floated south to Winetka where she sank.

## STATEMENT OF THE CLERK OF THE BOAT.

The clerk makes the following statement.

The Lady Elgin left the port of Chicago at half-past eleven o'clock for Lake Superior. Among the passengers were the Union Guard, of Milwaukee, composing a part of some two hundred and fifty excursionists from that city. At about half-past two o'clock this morning the schooner Augusta, of Oswego, came in collision with the Lady Elgin when about ten miles from shore. At the moment of the collision there was music and dancing going on in the forward cabin. In an instant after the crash all was still, and in half an hour the steamer sank. I passed through the cabins. The ladies were pale, but silent. There was not a cry or a shriek—no sound but the rush of the steam and the surge of the heavy sea. Whether they were not fully aware of the danger, or whether their appalling situation made them speechless I cannot tell. A boat was lowered at once, with the design of going around upon the larboard side to examine the leak. There were two oars belonging to the boat, but just at that moment some person possessed himself of one of them, and we were powerless to manage the boat. We succeeded once in reaching the wheel, but were quickly drifted away and thrown upon the beach at Winetka. Only two boats were left on the steamer. One of them contained thirteen persons all of whom were saved. The other bore eight persons, but only four of them reached the shore alive, the four others being drowned at the beach. Before I left the steamer the engine had ceased to work, the fires having been extinguished. The force and direction of the wind were such that the boats and fragments of the wreck were driven up to the lake, and would reach the shore in the vicinity of Winetka. As I stood upon the beach hopelessly looking back upon the route we had drifted I could see in the gray of the morning objects floating upon the water, and sometimes I thought human beings struggling with the waves.

H. G. CARYL, Clerk of Lady Elgin.

## THE SECOND MATE'S STATEMENT

Mr. Benman, the second mate of the Lady Elgin, states that at 2 1/2 o'clock a small steamer, five minutes more saw lights of a vessel one point off port bow. I sang out "hard-a-port," but the vessel seemed to pay no attention, and struck us just forward of the paddle box on the larboard side, tearing off the wheel and cutting through the guards into the cabin and hull. We were steering northwest by west, a point to windward; our course was northwest. After striking us the vessel hung for a moment and then got clear. I went below to see what damage was done, and when I got back the vessel was gone.

When intelligence of the loss of the steamer reached Milwaukee yesterday, it spread like wildfire throughout the city. The telegraph offices were thronged all day with relatives and friends of those on board, who manifested the greatest anxiety.

In the first ward of Milwaukee, it is said there is scarcely a house or place of business which has not lost some inmate or employer.

Nearly 100 persons arrived within 50 yards of the beach, but were swept back by returning waves and lost.

Up to 9 o'clock to-night only 21 bodies have been recovered, most of which are recognized by friends as those of residents of Milwaukee.

No accurate list or number of the persons on board can be given, but the following is estimated as nearly correct.

Excursion party.....	300
Regular passengers.....	50
Steamer's crew.....	35

Of these, but 28 are saved.

Capt. Mallot of the schooner Augusta states that when he first discovered the steamer's lights, both red and bright, he supposed her to be from a quarter to a half a mile distant, and steering N. E. it was raining very hard at the time, we kept our course East by South until we saw a collision was probable, when we put the helm hard to starboard, and in three minutes afterwards struck the steamer two or three minutes afterwards just about the paddle-box, on the port side, the steamer kept on her course, her engine in

full motion, heading the Augusta around north, alongside the steamer, but they got separated in about a minute, when the Augusta fell into a trough of the sea, all the head gear, jibboom, and stanchions, were carried away. After clearing the wreck, and got up the foresail, we succeeded in getting before the wind, and stood for land. We lost sight of the steamer in five minutes after the collision.

**FURTHER PARTICULARS.**—Chicago, Sept. 10. Milwaukee is shrouded in mourning, and business is entirely suspended. The reception of Senator Seward is postponed.

The schooner Augusta is libelled for \$40,000, and has been taken in charge by the U. S. Marshal.

Twenty-seven bodies have been recovered, among them that of Herbert Ingraham, member of British Parliament.

Among the lost was Wm. Harner of Philadelphia.

The Lady Elgin was insured for \$24,000.

## NARROW ESCAPE OF THE "ARABIA" ON THE COAST OF IRELAND.—THRILLING NARRATION.

Dr. Smith, of Springfield, Mass., furnishes to the *Republican* of that city, the following graphic account of the narrow escape of the steamship Arabia from sudden and terrible wreck on Fastnet Rock, Cape Clear.

The present is not the first narrow escape of the Arabia, as we and others can testify; but Captain Stone's coolness in danger is universally concluded.

Steamship Arabia—11 A. M.,

Friday, August 3d, 1860.

In the midst of life we are in death. Just half an hour ago, while standing on the bows, the ship running 14 knots an hour under steam and sails in a thick fog, I heard a loud shout "land ahead!" I turned towards the captain, or rather had my eye on him at that moment. His face could not have expressed more horror if he had seen hell's gates opened. He sprang to the engine bell, at the same time shouting "hard a port your helm." A counter order of "starboard" was given. The Captain leaped from his footing, shouting, so that his voice was heard above the escaping steam, "hard a port in God's name." His order was obeyed—Then turning forward among a hubbub of voices shouting "we are lost," "God have mercy on us," &c., &c., I saw the rocks not twenty feet from the ship's bows. On their top was a light-house. As we swung around, it seemed as if we should every moment feel the shock of striking. The huge swell of the Atlantic was reverberating and the spray flying all around us. The sails took aback, keeling us over so that the deck stood up like the roof of a house. Women were screaming, seamen running to and fro, and above all the captains and lieutenants shouted so as to be heard above the shrill escaping steam, "hard a port, hard!" "Brace around the foreyard!" Let fly the halyards and sheets fore and aft! I stepped aloft the foremast, to be out of the way of its fall, and waited for the shock. But

"There! a sweet little cherub who sits up aloft And looks after the life of poor Jack."

We approached, as all agree within ten feet of the rock, and then began to recede. Just realize that there was only ten feet between us and eternity. It is the opinion of seafaring men on board that the ship, if she had struck, would have sunk in five minutes, for it is a sharp ledge of rocks, six or seven miles from any shore, and deep water all around. The boats could not have been got ready, and if they could, they never could have lived in the heavy surf. No—it was had gone ten feet farther we should have been almost instantly precipitated into a raging sea, where six or seven miles from land, in a dense fog, few of us would have escaped. We should have all perished as miserably as did those in the Hungarian. Three seconds more would have told the death knell of most if not all of us, for we were so enveloped in fog, and far from land, and also about at the light house, and if we had seized fragments of the wreck, they would have been torn from our grasp by the sea boiling as in a chaldron over the sunken reefs, hours before our fate could have been known. I know there was no time to run below for life preservers—which are hung up by each berth—and so contented myself with just stringing up my nerves for a buffet with the waves. For three minutes, I can assure you, man showed what he is when expecting the "King of Terrors." Two or three ladies took it heroically and seemed to draw strength from the scenes around them. It was a terrible moment for the captain—Captain Stone of the Royal Navy—for as we swung around, the sails taking aback and heeling us over, everybody expected to hear the grinding crash beneath our feet. I felt for him, for all his great rashness, and gladly say that to his decision in our hour of need we owe our lives. The rock is called Fastnet Rock, and a subscription is now being taken up among the passengers for the seaman who first shouted "brakers ahead."

**THE PRINCE OF WALES.**—The Prince of Wales remained at Niagara Falls on Saturday. He critically examined that wonderful work of nature and witnessed the extraordinary feats of Mons. Blondin, who walked on his rope over the falls with a man on his back, and returned, for the first time, on stilts. The Prince, says the New York Herald, protested against both these fool-hardy exhibitions, but finally yielded. Subsequently the Prince complimented Blondin on the success of his performance.

## SIGNOR FARINI ON THE ROPE WITH A MAN ON HIS BACK.—A FRIGHTFUL PERFORMANCE.

The town was full of people yesterday, who came from far and near to witness the extraordinary rope walking performance of Sig. Farini.

After spending some time in fixing the guys he was ready for the start, and appeared at the end of the cable with his man. The man selected to bear him company in his perilous journey was Mr. Rowland McMullen. He was about 5 feet 9 inches, and weighs rather over 150 pounds. This added to the weight of his balancing pole, made a load of over 200 pounds—more than a barrel of flour. Adjusting his burden, he started out over the frightful chasm. Cautiously, yet fearlessly he travelled, while the crowd who witnessed him were under the most intense excitement. After proceeding a short distance he experienced great difficulty from his balancing pole catching under the guys. This, with the lateral, swinging motion of the cable, made the performance one of the most dangerous and fearful we have ever witnessed.

Whatever sensations might have pervaded the people, the bold performers showed no signs of fear. After proceeding a short distance, McMullen got down on the rope and both sat down and rested. They soon resumed their journey, however, and, for variety, McMullen walked and rode at short intervals. In walking he merely placed his hands on Signor's shoulder and followed. While both were walking it required a wonderful presence of mind as well as courage, to preserve a balance. The Signor had himself and the dissimilar motions of his comrade to attend to. But it was very handsomely done. They made but few stops until they reached the centre of the river. Here, according to the bills, they were to turn around and retrace their steps. While McMullen turned round, the Signor passed under the cable and McMullen, and thus gained the desired position.

After resting sometime they started on their return. This they accomplished with less trouble from the guys. McMullen was alternately on the rope and the Signor's back. The difficulty and hazardous act of climbing upon Farini's back must be witnessed to be understood and appreciated. At times the rope swayed so badly that Farini was compelled to stop and stand, or sit down until it became steady. The whole performance was trying to the nerves of spectators. As they came to terra firma the crowd received them with clapping of hands and other manifestations of pleasure.

We have no time now to comment on this performance as its extraordinary character demands. Suffice it to say that it eclipses anything ever before performed on a rope over Niagara river, or anywhere else. We trust Signor Farini will be satisfied with his hard and well-earned laurels, and never undertake to repeat such a daring and truly frightful performance. —*Niagara Falls Gazette, Aug. 30.*

## HORRIBLE CRUELTY TO CHILDREN.

The London *Times* reports the trial of a schoolmistress in Southwark, named Mary Allen, for shocking cruelty to a child, the daughter of a laborer, which she had adopted. She had beaten the child with a cane and a stick until the miserable little creature was one mass of bruises and clotted blood. She had burnt her with a flat iron. She had compelled her to swallow human excrement. The truth of these facts was proved not only by the evidence of the child herself, but her testimony was corroborated in all material particulars by that of independent witnesses. When called upon for her defence, this abominable woman admitted the truth of the facts charged, but endeavored to excuse herself on the ground that she and only treated the child in such a manner in order to correct her of various faults and propensities. The jury instantly found her "Guilty" of the whole charge, and the judge imposed on her the highest penalty the law would admit—three years imprisonment, with hard labor. The same report contains an account of another female friend, who acted in a manner almost equally cruel to her own child.

We were not less grieved than surprised to learn, last evening, that tidings had been received from England of the death of the Rev. W. H. Shore, formerly of Fredericton, at one time the officiating minister at St. Paul's, Portland. The reverend gentleman, up to the time of his death was incumbent of All Saints, a little church, erected chiefly, we believe, from his own resources, at Child's Hill, in the neighbourhood of London. His mild, gentlemanly, and true Christian character, will long be remembered by many attaché, and friends in this Province. He leaves a wife, in very delicate health, and we understand, one or two children. —*Witness*

**VISITOR.**—Hannibal Hamlin, Esq., of the State of Maine, and Republican candidate for the Vice Presidency of the United States, has been travelling in this Province for a few days past. He proceeded to Shediac by rail on Thursday, and returned to this city yesterday. —*Morning Globe.*

The Prince of Wales, the other day, kissed the daughter of the Mayor of Guelph, a place named from his family. She was at the head of twenty-nine damsels, who sang to him.

Austria holds on to Venetia with a bulldog grip. She is covering its territories all over with soldiers, like a swarm of locusts. At Urine, a town of 14,000 inhabitants there is garrison of 18,000 soldiers.

## THE PRINCE OF WALES IN CANADA.

THE FEUD BETWEEN THE ORANGEMEN AND THE ROMAN CATHOLICS.

**BUFFALO, Sept. 4.**—There is trouble at Kingston between the Prince's party and the Orangemen. The Prince refuses to land, and the Orangemen won't yield. There is great excitement at Toronto from the same cause. The Orangemen of that city held a meeting and resolved to adhere to the course intended, viz., a procession, with banners, &c. The news from Kingston created great excitement, and serious consequences are feared.

**KINGSTON, Sept. 5.**—The Prince of Wales left Brockville in the Kingston at 6 o'clock this morning. He was attended for some distance up the river by a fleet of small yachts, and arrived off this city shortly after three o'clock. Five or six river and lake steamers, and crowds of passengers and bands of music, had gone off to meet and come back with him. The Volunteer Rifles were drawn up in line to receive him, also a battery of volunteer artillery. A number of ladies and gentlemen having paid their half-dollars, were gathered together on the market battery platform, where the ornamental arch was erected, inside which the city address was to be presented.

Some time since, when it became known that the Orange Society intended turning out here on the arrival of the Prince a number of the Roman Catholics met together in the College building and passed a series of resolutions containing remonstrances against the proposed course of the Orangemen which they forwarded to the Duke of New castle. Letters were received in reply from the Governor-General and from the Duke. The latter stated that the Prince would not land in any place where there were party demonstrations.

The Duke of New castle told the Mayor that His Royal Highness could not land at present. He also informed His Worship that if the corporation should feel disposed to present their address on board the boat, the Prince would be happy to receive it.

A meeting of the city Council was subsequently held, at which the Mayor stated the results of his interview, and then a stormy debate ensued.

The other resolution appointed a Committee of themselves to confer with the Orangemen, and endeavor to persuade them not to make any demonstration to-morrow, in which case the Prince will land.

The Kingston has anchored under the lee of one of the Islands, out of sight of town, and it is blowing hard.

The country Orange lodges have gone home whether they will return, and whether the Kingston lodges will insist on walking to-morrow is not yet known. Probably they will hold out.

**KINGSTON, CANADA, Sept. 5.**—The Orangemen paraded to-day. They formed on the wharf, as if to receive the Prince. One of their officers was mounted, and with a drawn sword, shouted "no surrender." The Prince refused to land and left for Belleville, where an Orange arch had been erected. The Orangemen will probably charter a steamer and follow the Prince. The officials of three counties presented an address to the Prince on board the steamer.

**TORONTO, Sept. 5.**—The Orangemen meet to-night to decide on what course to pursue. The community is greatly excited and the common salutation is "no surrender."

**THE BAY FISHERIES.**—We have received information from a source entirely reliable to the effect that the Bay of Fundy is at present infested with mackerel of a very superior quality the majority thus far taken being large and fat number two. Over forty sail of American and Colonial vessels, engaged in the valuable catch, are said to have rendezvoused near Digby on Sunday last and the Digby townsmen have fitted out all the available craft at their command to participate in the good things going.

Our vessel had discharged her cargo of cordwood, which only the day before she had taken on board, in order to make a trial of her luck for the more valuable fish cargo, with which we hope she may be rewarded.

The same fishery in the gulf waters has, this year proved all but an entire failure, and this run is said to be the greatest in our bay for many years ago. We do not pretend to know the cause, but the fact is a curious one. —*Brigton Register.*

**GARIBALDI AFTER MELAZZO.**—Here an incident occurred which deserves to be mentioned, as showing the singular character of Garibaldi. Finding his shirt dirty and soiled from his personal struggles, he took it off, washed it in a brook hard by, and hung it up on the bushes, ate his lunch of bread, fruit, and water, smoked his cigar barebacked, and wrapt in thought, sat apparently contemplating the drying of his garment; thus, in the field of bivouac, sharing danger and hardship with the humblest of his followers. Directly his shirt was dry, he went on board of the Takeri, formerly the Veloce, lying in the bay on the western side of the peninsula, and personally directed her fire on the fortress and retreating masses.

**MOBILE, Sept. 17.**—During a late storm five steamboats were sunk, and the ship R. H. Dixey of New York, for Mobile, was blown ashore on the lower bar, and is a total loss. The Captain and crew perished.