

COMMAND OF THE BALTIC.—It would seem as if there had for some time past existed as great vacillation at the Admiralty as at the Horse Guards. First it was intended that the command of the Baltic Fleet should be given to Sir Charles Napier; and then it was discovered that, though Sir Charles had abundance of courage and energy, he was deficient in discretion. Lord Dunsford was next thought of, but there were reasons which weighed with Sir James Graham why his lordship's claims should be set aside. Rear-Admiral Berkeley next came on the tapis; but the expression of adverse opinion in naval circles was so strong as to put him out of the question. Then the First Lord of the Admiralty once more bethought himself of Sir Charles Napier, and the gallant officer has actually been appointed to the chief command of the Baltic fleet. On Thursday Sir Charles Napier received the appointment. It remains to be seen whether he will go out with orders merely to blockade the Russians, or whether he will be permitted to do as Lord Dunsford offered to do—viz., to destroy them.

Lady Bloomfield of Loughton, Monaghan, has given instructions for the erection of several houses for the widows and orphans of respectable tenants who may require an asylum.

The Times, in speaking of the operations of the Turkish army in Asia, called General Guyon (Kerschul Pasha) a "renegade." His brother-in-law has written a letter denying the impeachment. The General entered the Turkish service with the expressly declared condition that he should not change his religion.

An old speculation as to the fate of Sir John Franklin has been revived by Mr. Harrington, a lecturer. The compass needle (he says) indicates that currents of electricity are travelling towards the poles; that being condensed, combustion ensues there; and that they are the two hottest portions of the globe. He maintains that this is indicated by the loud crackling noises heard in those regions and the aurora borealis, as well as by a current of water from the north. He says that there must be a temperate climate between the ice-bound quarter and the fire at the pole, and that animals in the polar regions migrate to the north during the winter. He contends that Sir John Franklin may be in a genial climate, but that without fuel and gun he may be unable to return on account of a constant wind rushing toward the pole to feed the fire.

IMPERIAL PIETY.—The blasphemous proceeding of the Emperor of Russia, in directing a thanksgiving for the savage massacre at Sinope, has been caricatured by Mr. Cruikshank. The Autocrat is represented kneeling on a pyramid of slaughtered Turks chanting a Te Deum for his inglorious victory! In his costume the Emperor combines the priest and the soldier, and is attended by a host of Russian ecclesiastics. In the background are seen the debris of the Turkish vessels blown into the air by the imperial artillery.

DENMARK.

COPENHAGEN, FEB. 22.—An important and interesting law is going through the Lower House calculated to reassure the members of the Danish Church and to protect their Christian liberties. It is an act allowing the members of the Folk-Church the same rights as are fully enjoyed by the several sects—namely, the privilege of taking part in all priestly offices (divine service, marriage, baptism, burial, &c.), in any parish they please, provided the usual fees are paid to the proper officers in the parish to which any one belongs. By the present law a Christian man has no choice; he must receive sacraments from the hands of a priest who is perhaps a rationalist and an unbeliever, and who perhaps even changes the orthodox words of the ritual service. The old parish tie has become in this country an immense evil, and is the source of schism on every side. By the new Act a believer may communicate, &c., in some adjoining parish where an orthodox priest officiates. Lindberg has the greatest merit in the success so far obtained; but it is uncertain whether it will pass the Upper House, and after that comes the Cultus-minister, and the threatened veto! The result of the whole will be, that the cry of the people for the ancient right to choose their own priest will at last make itself heard. There is a strong feeling on the subject throughout the country.

SPAIN.

MADRID, FEB. 22.—All Spain is declared in a state of siege. Queen Isabella's Ministers maintain a firm attitude. Numerous arrests among the members of the opposition have been made at Madrid.

MADRID, FEB. 22.—Order is established at Saragossa. The insurgents who occupied the fort of Aljaferia surrendered at discretion on the morning of the 21st. The fugitives, pursued by two squadrons of cavalry, directed their flight towards the frontier of France. The Council of Ministers is sitting on permanently at the War-office. The arrests continue.

CHINA.

The China mail brings us intelligence of considerable interest, the items of which we subjoin. The *China Mail* states that Dr. Bowring is to succeed Sir J. Bowden. The *Cassini* had brought back from Nan-kin the whole of Genesis, Exodus, and Numbers, with the Gospel of Matthew, all bearing the imprimatur of Tsung-wang. The French had threatened to bombard Shanghai. The Mail continues to sneer at the rich and the rebellion, but the conductors of the

North China Herald, who are nearer the scene of action, continue to express their belief that Peking had fallen, or would shortly fall, to the arms of the insurgents. Captain Tinley, of the ship *Doane*, had taken his ship to sea in contempt of an Admiralty Court warrant, the warrant being torn down and thrown into the sea. Her Majesty's ships *Royalist* and *Hermes* had been ordered to look for the vessel and to carry her back to Hong Kong.

UNITED STATES.

THE PACIFIC RAILROAD.—Mr. Gwin, (dem.) of Cal., from the Select Committee, reported a bill providing for the construction of a railroad from the Mississippi Valley to the Pacific Ocean. He said the committee had other matters before it, and this bill was only to be considered a report in part. It was then made a special order for Monday, the 27th inst. The following is the substance of the bill:—That a good first class railroad, with two or more tracks, having rails weighing not less than 70 lbs. to the yard, shall be constructed through the Territories of the United States, from some point on the Western boundary of some one of the Atlantic States, west of the Mississippi river, to some point on the eastern border of California. The location of the initial points and the route to be fixed by the company or individuals contracting for the construction of the road. The Secretary of War to determine the width of the road and the land for the same, and for all necessary stations, turnouts, watering places, &c., to be forever granted for the use of such road. The turnouts not to be longer than two hundred feet. All other roads crossing said railroad to be either above or under it. The railroad to be commenced within three years after the contract is made, and to be completed seven years thereafter. One seventh of the road to be completed annually. Any company chartered by any State may take contracts. To enable contractors to construct the road the bill grants every alternate section of land within twenty miles of each side of the road, and appropriates a sum not to exceed \$800 per annum per mile for carrying the mail daily on said road for thirty years. The land to be ceded to the contractors in bodies of fifty miles long, whenever an officer of the United States, to be designated for that purpose, shall certify that fifty miles of said road is completed, and so on till the whole road is completed. If a company be authorized by any State west of the Mississippi to extend the road through said State to the Mississippi river, the said company shall be paid for carrying the mail on such extension \$600 per mile per annum. The Secretary of War to advertise throughout the country inviting sealed proposals for constructing the road. At the end of three months the proposals to be opened, and the contract awarded to whosoever shall propose the best terms for the United States. The contractor to deposit with the Treasurer of the United States, in money, in State or United States stock, worth, at par value, \$2,000,000, as security for the performance of the contract. The profits and interest on such stocks to be paid to the contractors during the time of the deposit. The contractors failing to carry on the construction of the road, as provided by the contract, shall forfeit to the United States \$100,000 of the money or stocks so deposited for every month such failure or default shall continue. When the road is completed according to contract, the sum deposited to be restored to the contractors. The company shall enjoy for their own use, benefit, profit and emoluments, the said road for forty years, and during said time shall keep said road, &c., in repair and working order, and transport troops, stores, and munitions of war at reasonable rates. Congress shall have the power to reduce the tolls and fares charged for passengers, and freight, but always to allow a profit of 12 per cent per annum on the actual investment of the contractors. Said company to keep complete accounts of receipts and expenditures, profits and losses—always to be open to the examination of United States officers. The United States may also by act of Congress take and purchase said road and equipments, on paying to the company the amount actually expended in constructing and equipping said road, with a net profit of 12 per cent per annum thereon, exclusive of the moneys and land estimates at \$1 25 per acre, received from the United States. At the end of forty years from the completion of the road, it shall be surrendered to the United States with all the equipments in good order; and so much of the said road as may be within any State shall be ceded by the United States to said State, upon such conditions as Congress shall prescribe.

Sec. 2. Grants to California alternate sections of land for twenty miles on each side of the road, to aid said State in continuing said main road through its limits.

Sec. 3. Makes the minimum price of the alternate sections reserved by the United States along the road in California, \$2 50 per acre.

Sec. 4, 5 and 6, refer to the road in California.

THE EFFECTS OF CLOSING RUM SHOPS ON THE SABBATH.—Capt Stevenson, of the Sixteenth ward, thus speculates in his returns to the Chief's office, upon the benefits of closing the rum holes of his ward on Sunday:—

For the past three Sundays there has been but one person arrested in this district, which, in my opinion, arises from the fact that the past few months we have succeeded in closing the rum shops on the Sabbath, and I am pleased to say that those who are engaged in the business, have complied with the law with a readiness which I was not prepared to expect.

So long as cutting off the lager beer on Sunday has this result, let it be done in all other wards as well as the sixteenth.

The Harpors have decided to rise from their ashes on their old site, and to erect a set of buildings equal, if not superior, to those burnt last winter. We understand "the details of the plan have not been decided on, though the present intention is to erect three large buildings, separated from each other by a wide space, and made as nearly fire-proof as is practicable. The buildings may be of iron, or of brick and granite, and by the time they are sufficiently advanced thirty or thirty-five Adams power-presses will be ready to go in."

CANADA.

The telegraph from the Falls announces a melancholy occurrence at the Suspension Bridge on Friday, by which two men were killed. About 3 o'clock in the afternoon of that day, one of the carriages, containing four men employed in winding the wire round a cable of the new suspension bridge, gave way, and two of the men, named Charles Yearout, a German, and John Grady, were precipitated down the bank of the river some 70 feet, and instantly killed. They rolled from thence into the river. The other two saved themselves by clinging to the cable.

THE GRAND TRUNK RAILWAY.—Letters from England state that the warlike aspect of affairs in Europe have had an unfavourable effect upon the Grand Trunk Railway (from Portland to Montreal). The recent call for an assessment upon the stock was not only promptly met, but that £250,000 were paid in or above the call. There is now paid up £1,200,000 on the Grand Trunk, and £500,000 on the Quebec and Richmond Railway,—making an amount of £1,700,000 sterling, or more than \$8,000,000, paid into the Grand Trunk Railway Company in line from Portland to Montreal.

Table F. ought to have been correct as to King's College, but it is not so. The Legislative grant is £1100, and the other part of the endowment is chargeable on the Civil List of the Province, and not on funds at the direct disposal of the Crown. The amount drawn from the Provincial Treasury for the services mentioned in Table F. is therefore £3,722 2s. To these, if we add the total shown in Table E, (£13,656 9s.) we get the grand total of £17,378 11s.—exclusive of the College endowment (1,111 2s.) chargeable on the Civil List—the whole forming the grand aggregate indirect tax of a fraction less than 1s. 11d. for every soul in the Province.

The Hon. J. Hillyard Cameron, has endowed two Scholarships in Trinity College, to be conferred on sons of the Clergy. Their value will be £25 each.

It is stated that the production of Wheat in Upper and Lower Canada amounts annually to about 15,000,000 bushels. About 4½ millions of this quantity are exported.

BREADSTUFFS.—The present high rate of Breadstuffs is causing much enquiry on this continent, and throughout Europe, and the question naturally arises—where will this extravagant scale of prices end? The *Boston Courier* is informed that only twice previous in the present century has Wheat reached the high figure of two dollars for the bushel in the valley of the Genessee, viz., in 1816, by reason of a remarkably cold summer and a very short corn crop; and in 1830, by a somewhat unpropitious season, and neglect of agriculture for purposes of trade and speculation. The principal cause of the present high prices is owing to the extensive operations of those who are speculating on the chances of war, but if peace should be established, the speculators would be utterly ruined. The *Boston Courier* of last Tuesday, in reviewing the markets, says:—

In the present state of prices there appears to be one large and important market cut off from all chances of being affected by this speculation. By the latest intelligence from California and Chili, it is understood that the latter is able to supply the former with flour, and to make a handsome profit, even though good flour in San Francisco is only about as high as it is in New York; and while prices have been going up by the dollar on the Atlantic, they have been falling by the penny on the Pacific. The trade will of course "regulate itself," but there must be a suffering at present among the masses, and a crash by and by among the speculators and their dupes.