



THE PROTESTANT AND EVANGELICAL WITNESS.

Secular Department.

English Mail.

The Royal Mail Steamship Canada arrived at Halifax from Liverpool at nine o'clock on Tuesday morning, bringing English dates to the 24th instant.

On the 24th inst. at 11 3/4 P. M., during a thick fog, the Canada came in collision with an iceberg, carrying away bowsprit, cut-water and head gear.

The damage was not of a nature to prevent the steamship from proceeding safely on her voyage.

Lord Palmerston has pledged his Government to a course of strict neutrality during the war on the continent, and also to the introduction of a Reform Bill.

Mr Cobden has taken his seat in the House of Commons, but it does not appear as yet whether he will accept of a seat in the cabinet.

The revenue returns have been published and show a very satisfactory result.

Mr Lindsay is about to move a committee of the whole House to consider the question of removing the burthen and restrictions on merchant shipping.

Governor Hincks had an interview with the Duke of Newcastle on the 28th ult.

The report gains strength that Ireland is to be again honored by a visit from Her Majesty.

An official notice has been issued calling out, with two exceptions, all the militia regiments in Ireland.

In the House of Lords, Tuesday, June 21, Lord Kildare, as Deputy Speaker, moved that the House adjourn until Thursday next, at the same time stating that no public business would be transacted till Thursday.

In the House of Commons, Sir Charles Napier took occasion to express a hope that the present Government would not reduce the naval defences of the country, but would continue and even redouble the efforts made by the late Government in this direction.

The Belgian journals state that King Leopold is to leave Brussels for England in the beginning of this week.

The London Times of June 21 says that Lord John Russell has appointed the Hon. George Elliot and Mr. G. Russell to be private secretaries.

RAILROAD ACCIDENTS IN ENGLAND.—The London Times contains an article upon the subject of railroad accidents in England, from which we extract: "Killed 276, wounded 556. These are the statistics of a very serious affair; not quite of a pitched battle, perhaps, but at any rate of a brilliant combat or a well-contested fight. This time, however, the figures are not telegraphed from Italy. It is a home concern, and an important one too, for the struggle is incessant, and the casualties occur year after year.

They represent, in fact, the deaths and injuries resulting from railway traveling. In one fashion or another, 276 people were killed, and 556 were injured, on the various railways in Great Britain and Ireland during the year 1858. True it is that by a vigorous analysis we can deprive this return of its most alarming features, but the computation is accurate nevertheless, and, what is worse, the danger is not on the decline. In one important respect the report is heavier than in any year since 1853.

The War in Italy.

The war absorbs public attention to the exclusion, almost, of every other subject, and perhaps the interest is kept up and sustained by the mode in which the news comes to hand. First there is a telegram announcing a great engagement, stating the general result, and withholding details. This makes the public anxious to know more; but the distance between the seat of war and the seat of the anxiety is so wide that a week or ten days must elapse before the wish can be gratified, and the details when they do come are not always satisfactory. Even to this hour facts leak out respecting the battle of Magenta which throw additional light on that piece of botchery. A gentleman in going from Turin to Milan was detained by the scene of that desperate conflict, owing to the line of railway being impeded by transports to the allied army. He improved the time—walked about, observed, inquired, and learned a fact, which but for this detention at the railway station, would not in all probability have transpired in this country.—namely, that the municipal authorities of Magenta and an adjoining municipality had buried FIFTEEN THOUSAND corpses. A similar piece of information is conveyed by the private correspondent of a morning paper from the scene of the more recent slaughter. He states on what he considers excellent authority that on the line of the last battle 20,000 bodies had been buried, and many were still lying in the ditches and cornfields.

From the European Times. BATTLE OF SOLFERINO.

It was anticipated for some days past that a great battle between the opposing hosts for the possession of Austria Italy was impending on the line of the Mincio—probably a decisive battle—which would materially influence the war, and anxiety was raised to the highest pitch. As the troops of the Kaiser were known to retire behind the Mincio the French would have to follow them, and the danger to the Allied force of crossing the stream in the face of an army numbering probably two hundred thousand men, was not under rated. Last week we stated our belief that the French would not cross the Mincio until they had landed their reinforcement near Venice, and that they would wait the approach of the Tuscan troops under Prince Napoleon, so as to take the Austrian army in the rear and flank. It was probably this apprehension which induced the Austrians to recross the Mincio themselves, and give battle to the enemy, for nothing but the sense of impending danger could have induced them to commit an act so dangerous in a strategic sense. The challenge thus offered could not be declined, and a most desperate conflict was the result—as bloody and as desperate as any which modern history records. The Allies were the victors it is true, but they have purchased the victory dearly. Like Magenta, it was not a decisive battle; and while the result has terribly shattered the opposing armies, it has left the prestige which the French must have a considerable influence on the demoralisation of the Austrian troops. The first account of this terrific onslaught reached us, as usual, through Paris, in a telegram brief but telling—"Great battle, great victory"—and thus proceeded to state that the whole Austrian line, five leagues in length, had been forced by the French and Sardinians, who had captured many cannon, flags, and prisoners. It concluded with stating that the battle lasted from four in the morning till eight in the evening.

The affair was terribly disastrous to the Austrians, and has impressed the French with the belief that they are capable of beating their antagonists whenever they meet. In fact the Austrians confessed the defeat in their first official announcement.

In some Paris gossip, it is said the French have lost five of their best generals in this engagement, including Niel, who seems to have acted at Solferino the part which McMahon played at Magenta, and to have covered himself with glory. He has received in return the Marshal's baton, but the accounts are so confused and obscure that it is impossible to disagree with certainty whether the hero is actually

living at the present moment. The Vienna correspondent of a morning paper estimates the Austrian loss in killed, wounded, and missing at 94,000, which is probably under the mark, but even this is an enormous loss. The Sardinians confess to have had 1000 killed and the same number wounded, which is evidently a very delicate approach to the truth; but, so far, no approximation has been made to the French loss.

It would not have been an exaggeration to estimate the killed and wounded in this deadly pass of arms at fifty thousand men. Indeed the carnage both at Magenta and Solferino has been horrible.—so far beyond the average of pitched battles, that to suppress the truth seems to be instinctively the policy of all concerned. The Austrians have now abandoned the line of the Mincio and fallen back, it is supposed, on the heights of Monte Vento, and the road between Paschiera and Verona, where, it is alleged, they can take up a strong flanking position, and act on the offensive or defensive, as circumstances may warrant.

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CANALIAN DEPUTATION TO THE QUEEN.—This interesting event came off on the 25th, when Her Majesty was graciously pleased to receive the deputation, consisting of Lieut. Colonel Jarvis, the Hon. Henry Smith, Speaker of the Commons of Canada, Mr. Langens, Mayor of Quebec, Mr. Cassault, and Lieut. Colonel Rylance, her royal consort, previous to the general reception, where the Speaker presented the address, with which Her Majesty expressed herself much pleased to say, "I am much pleased to receive this address from my Canadian subjects." The deputation was introduced by the Duke of Newcastle, assisted by the Lord Chamberlain. The address was as follows:—To the Queen's Most Excellent Majesty.—Most Gracious Sovereign,—We, your Majesty's dutiful and loyal subjects, the Legislative Council and Commons of the Provincial Parliament assembled, humbly approach your Majesty with renewed assurances of devotion and attachment to your royal person and government. We have long hoped that your progress and prosperity of this date, in part of your Majesty's dutiful and loyal subjects in British North America, and to receive the personal tribute of our unwavering attachment to your royal person and government. We have long hoped that your progress and prosperity of this date, in part of your Majesty's dutiful and loyal subjects in British North America, and to receive the personal tribute of our unwavering attachment to your royal person and government. We have long hoped that your progress and prosperity of this date, in part of your Majesty's dutiful and loyal subjects in British North America, and to receive the personal tribute of our unwavering attachment to your royal person and government.

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DEAROLD RAILROAD CATASTROPHE.—A dreadful accident occurred to a train on the Michigan Southern railroad, on the night of the 27th ult. near South Bend, caused by the washing away of a culvert. There were about one hundred and fifty persons on the train thirty three of whom have been taken from the ruins dead, and fifty or sixty others wounded. The rest have not yet been heard from. The stream where the accident occurred, which is naturally but a rivulet, was swollen by the extraordinary rains of the previous afternoon and evening, and the drift wood brought down by the flood choked the culvert, and converted the embankment into a dam. The great weight of the water, with the concussion caused by the crossing of the train, was running at the time at the rate of ten to twenty miles an hour. The train coming west had passed over the embankment safely only three hours before the accident.

ANNOUNCING FILLIBUSTERING.—A paragraph in the last California papers says that General Walker is about to quit filibustering and marry a wealthy lady of Lower California, who once saved his life. She is a Roman Catholic, and Walker's conversion to that religion is said to have some connection with his matrimonial designs. A dispatch from New York, however, says that he is engaged in a new expedition for the conquest of Nicaragua.

DOWN EAST OYSTERS.—The Portland Argus says that a vessel arrived at that city last week, from Prince Edward's Island with a cargo of oysters, and had on board some 20 bushels of oysters from that place. The Argus pronounces them the best oysters that have been brought to that city for many years. They are far before the Virginia oysters both in size and flavor.

CHARLOTTEVILLE, on Thursday, the 7th inst., by the Rev. Thomas Duncan, Mr. James Stewart, of Hamilton, and Amelia, eldest daughter of Mr. Alex. McNeil, son, Cornwall.

At Cornwall, on the 28th inst., by the Rev. John Gault, Presbyterian Minister, Mr. James Wood, formerly of Cornwall, N. S., to MARY, eldest daughter of Mr. John T. McNeil, late of Shelburne, P. E. Island.

On Thursday, 14th inst., by the Rev. George Robertson, Mr. Donald McDonald, of Lot 23, to Miss CATHERINE MACDONALD, of Lot 21.

At the Metropolitan Church, Halifax, N. S., on the 4th inst., by his Grace the Archbishop of Halifax, assisted by the Very Rev. Archdeacon Hanson and the Very Rev. Mr. Rogers, MALACHI BROWN, son of the Rev. Mr. Dally, to JEANETTE, daughter of the Hon. Edward Knap, President of the Legislative Council of Nova Scotia.

At Charlottetown, on the 28th inst., by H. C. Green, Esq., Mr. T. Burns, of Lot 7, to Miss CHRISTY ANN BIZ, of Lot 28.

On the 5th inst., by the same, Mr. REDMOND WALL, of Charlottetown, to Mrs. CHASE, of Summerside, P. E. Island.

On the 12th inst., with special license, by W. W. Irving, Esq., J. P., ROBERT REID, Esq., to MARY MAGDALENE MURPHY, both of Charlottetown.

At St. George's Church, Piquette, N. S., on the 26th inst., by the Rev. G. Townsend, A. M., the Rev. J. S. Smith, Minister of Wilton, P. E. Island, to CHARLOTTE, daughter of William F. Ross, Esq., of the former place.

DIED.

At Brooklyn City Hospital, United States, on the 14th March inst., Capt. WILLIAM ADAMS, eldest son of William Adams, Esq., New London, aged 27 years.

On the 28th May, after a short illness, aged 23 years, MARGARET, the beloved wife of Mr. Finlay McDonald, Lighthouse Keeper, Point Prim, leaving a husband and 6 children to mourn their irreparable loss.

At Georgetown, on the 12th inst., after a few days' illness, WILLIAM, the beloved child of Mr. Joseph Fairchild, aged five years and four months.

At Boston, on the 17th ult., Mr. DONALD McLENNAN, late of Halifax, merchant.

At Charlottetown, on the 11th inst., HARMON JOHNSON, infant son of Mr. James J. Rice, aged one month.

On the 16th May, EUPHROSINE DARRACH, of Lot 31, aged 25 years, on the 23rd June ult., Mr. ALEX. DARRACH, aged 23 years, the father of the above, leaving a sorrowful wife and large family to mourn their loss.

At Sheppard, Lot 18, on the 27th inst., of Scarlet Fever, after a severe illness of seven weeks, MARY JANE, eldest daughter of Mr. Donald McDonald, aged 9 years.

At Summerside, on the 23rd inst., of Scarlet Fever, ARTHUR WELLINGTON, the beloved son of Mr. Thomas Bessie, aged three years and five months.

At Graham's Road, New London, of Scarlet Fever and Putrid Sore-throat, 23rd April ult., CATHERINE, aged 22 years; on 24th May, HUGHINA, aged 14 years; 11th, JOHN, aged 15 years; 12th, PRASA, aged 8 years; 13th, ROBERT, aged 12 years; 22d, ARABELLA, aged 8 years—all children of Mr. James Calder.

At Charlottetown, on the 26th ult., of Scarlet Fever, HEDLEY H., fourth son of Mr. H. J. P. Tait, aged 13 months.

On the 21st inst., of Consumption, WILLIAM, eldest son of Mr. William Murphy, baker, in the 26th year of his age.

On the 26th inst., Juliana D., infant daughter of Mr. Charles Squires, aged 15 months.

At the Asylum, on the 1st inst., ROBERT SWELL, aged 23 years, a native of Long Island, Scotland.

PASSENGERS.

