It is known that the corps commanded by Colonels Pelussier, St. Arnaud, and de l'Admirault, have been carrying on combined operations in the West. Col. Pelissier was busy in pursuing the Ouled Rials who have never yet submitted, as they live in immense caverns, where it would be madness for the troops to enter. On the 18th of June, finding themselves closely pursued, the Ouled Rials flew to their usual place of refuge.

After having surrounded the caverns, some faggots were lighted and thrown by the French troops before the entrance. After this demonstration, which was made to convince the Arabs that the French had the power, if they pleased, of suffocating them in their hiding place, the Colonel threw in letters, offering to them life and liberty if they would surrender their arms and their horses.

At first they refused, but subsequently they replied that they would consent if the French troops would withdraw. The condition was considered inadmissible, and more burning faggots were thrown. A great tumult now arose, and it was known afterward that it arose from a discussion whether there should be a surrender or not. The party opposed to surrender carried their point, and a few of the minority made their escape.

Col. Pelissier, wishing to spare the lives of those who remained in the cavern, sent some Arabs to exhort them to surrender. They refused, and some women, who did not partake of the savage fanaticism of the majority attempted to fly, but their husbands and relations fired upon them, to prevent their escape from the martyrdom which they had themselves resolved to suffer. Col. Pelissier then suspended the throwing of the burning faggots, and sent a French officer to hold a parley with the Ouled Rials, but his messenger was received with a discharge of fire arms and could not perfom his mission.

This state of things continued till the night of the 9th, when, losing all patience, and no longer having a hope of otherwise subduing these fanatics, who forced a perpetual nucelus of revolt in the country, the fire was renewed and rendered intense. During this time the cries of the unhappy wretches were dreadful, and then nothing was heard but the crackling of the faggots. This silence spoke volumes.—The troops entered and found 600 dead bodies. About 150, who still breathed, were brought into the fresh air, but a portion of them died afterwards.'

IRELAND. *The Twelfth of July.*—The celebration of the 12th of July by the Orangemen provoked the attacks of the Catholic party in several instances, and in one at Armagh, we regret to say, the affray ended fatally. Several persons engaged in the affray were arrested but were rescued immediately with the greatest effrontery.—The soldiery paraded the streets during the night, and remained under arms all day on Sunday, to enable the peaceable inhabitants to go to worship.

MINING IN AMERICA. Agents for parties in the United States interested in the extension and success of mineral works there, are now in England, busily engaged in selecting our best workmen, and engaging them for employment in America; no less than forty of the men at the Bishop Wearmouth Iron Works have been tempted to give up their employment in England, and to proceed to the United States to be employed in a manufactory there.

FRANCE. The Paris dates are to the 16th of July, the great topic of interest having been the Jesuit question. After Mr. Thiers' famous appeal to the Government to put the laws in force against disciples of Loyola, M. Rossi was sent to Rome to persuade the Pope to recall the Jesuits from France, and thus save the Government the scandal of being obliged to expel them. In this M. Rossi succeeded, and all the greater portion of them ordered to leave the Kingdom, and their houses and property disposed of.

This is considered a great triumph over the religious party.

CAPE OF GOOD HOPE. Most distressing accounts have been received from this colony during the past week. The whole of the Northeastern province beyond Colesberg is in arms. The missionary station of Phillippolis has been abandoned.—From the 6th to the 16th of April there has been continuous fighting between the Griquas, or bastard natives, and the immigrant Boers.

No quarter was given on either side; prisoners taken were instantly knocked on the head; troops and artillery were hurrying from all quarters to the northeastern frontiers, and from Cape Town. Sir Peregrine Maitland was hastening to the awful scene.

SPAIN. Madrid letters, of the 30th ult. say that the capital was perfectly tranquil, but according to the Castellano, a disturbance had taken place at Seville on the 20th. Crowds of people assembled in the streets with flags and uttered cries in favor of the constitution of 1837, but they quietly dispersed on the appearance of some troops.

From Barcelona and several districts of Catalonia we have accounts of serious disturbances, caused by the determination of the Government to extend the conscription to that province.

PORTUGAL. Accounts from Lisbon, to the 9th instant, show that the Portuguese government is honestly endeavoring to observe its treaties for the suppression of the Slave trade.

GREECE. The following extract of a letter from Trieste appears in the French papers: "General Grivas, it is said, has been killed in a duel by General Kalergi, aid-de-camp to King, Otho. If this news be true, there is reason to fear that serious disturbances will take place at Athens, where there are at this moment 2000 irregular troops all devoted to Gen. Grivas, their chief, and the most illustrious of those who have been placed at their head during the war of independence.

SYRIA. The French papers publish lamentable details respecting the civil war between the Maronites & Druses, and the criminal negligence of the Turkish authorities. "The Maronites," says the Constitutional, "have suffered the most severely. They have lost more than 2000 of their people among whom women, children and aged men form a majority. The losses of the Druses amount to about 1000 persons, & these, for the most part, able bodied men.

## DREADFUL SHIPWRECK OF A DUTCH INDIAMAN.

A shipwreck, with more heart-rending circumstances than has happened for some time, was on Thursday made known at Lloyd's, by the arrival of the ship Chance, Captain Roxby, from Sydney, in the London Dock, having on board a portion of the crew of a Dutch Indiaman, named John Henrick, H. W. Edkelcubury, master, which was totally lost, together with twenty-three lives, on the rocks forming St. Paul's Island, on the morning of the 29th of last May, whilst proceeding on a voyage from Amsterdam to Batavia.

It appears that, on the night of the 2nd of June, the crew of the Chance were anxious to ascertain whether such rocks as are laid down in the chart as forming St. Paul's Island, 45 miles north of the equator, and 29 degrees west, are really to be seen, as many doubts prevail as to their existence. At 8 o'clock they discerned them, and the Captain was much surprised by observing through a glass, a Dutch ensign flying from a spar on the Island. The captain instantly ordered the pinnace to proceed to their assistance, which, on reaching the shore, found twenty poor creatures lying about exhausted, and apparently dying. The boat not being able to take them all off, the captain, chief officer, steward, carpenter, two seamen and three apprentice boys, were first rescued, the remainder being assured by the boat's party that they would return as quickly as possible, and preserve them also. Every expedition was used; but in the mean while a sharp breeze had sprung up, setting in a tremendous swell to the westward. The pinnace and the long boat (which had also been sent) kept beating about for full five hours, to regain it, and it appearing evident that if they kept out much later they would be swept away by the strong tide, they returned to the ship having been unable to render the slightest assistance to those unhappy fellows left on the desolate spot. It being probable that the gale might in some measure abate, he kept beating about for the island, as it was impossible to anchor, there being no soundings, for ten entire days, having seen nothing of the poor creatures, who by that time must have perished from the intense heat and the want of water and food, he sailed for England, his own provisions by that time becoming also very short.

On questioning those whom he had saved, he learned that they belonged to the Indiaman in question; that on the morning of the 29th of May, she was running under a press of sail, when, at three o'clock, the watch on deck described the rocks ahead, so close as to make it impossible to clear them. The helm was instantly put down; but almost at the same moment the ship struck, and the succeeding wave pitched her on her beam ends. Every endeavor was instantly made to get her off, all her rigging and masts were cut away, in order to lighten her, but to no avail, as the sea kept dashing her against the rocks with terrific force, her timbers gradually parting.—The loss of the ship being then inevitable, the captain succeeded in reaching the rocks with a line, and secured it around one of the loftiest cliffs, in effecting which he was no less than seven times swept down the rock, frightfully lacerating his body. The line being also made fast to the wreck, the greater part of the crew contrived to haul themselves on to the island by it. Four brave fellows attempted to land in a boat with the ship's papers and some provisions but on nearing the breakers a tremendous sea capsized the boat, and they all perished.

On assembling on the frightful spot on which they had been cast, and which presented not the remotest chance of escape, certain starvation stared them in the face. Of wearing apparel they had saved none, save the few drenched tattered rags that covered them: and of food, all they could rescue from the wreck was a cask of butter, a cask of flower, a small biscuit, and a small keg of gin. Immediately under the Line, exposed to a burning tropical sun, and not having a particle of water to quench their thirst, their accute sufferings under such circumstances can be well conceived. The heat was scorching and they could only allay it by wading into the sea up to the chin and thus remaining the whole day. At night the spirit was distributed amongst them, the single biscuit was broken up and divided equally, and then they commenced scouring the rocks, in the hope of finding further food. They succeeded in gaining a few wild fowl and eggs, with the latter of which they managed to appease their hunger, but for want of water they were almost driven to madness. On the third day, to their great joy, a vessel bearing American colors, hove in sight in the offing. They hoisted the signal of distress on the spar, and in order to make doubly sure, the mate, seven seamen, and a passenger, put off in the only boat they had been enabled to save, with a small piece of wood to paddle along, the oars being lost, to the approaching ship. Perhaps, however, it could be scarcely credited, that although the American must have seen them, she passed, quite unheeding their awful condition, and was not seen afterwards. The poor creatures in the boat then strove their utmost to regain the island; the current was too strong for them and they were speedily out of sight. That they have perished long ere this there can be no doubt. They had not the slightest provision with them; no compass and no oars; the nearest place being Cape Roque—more than 600 miles distant. The sufferings of those left on the rocks, on perceiving the fate of those in the boat, were ten fold, and on the fourth day they gave themselves up to death. They were rapidly sinking from the effects of the heat.—On the morning of the fifth day the Chance hove in sight, and, as before noticed, saved seven. The ill-fated Indiaman belonged to Rotterdam, & was of 800 tons burden. She was quite a new ship, and had only been built about two months previous to her loss.

## FATAL STEAMBOAT DISASTER ON THE MISSOURI.

A most disastrous accident occurred to the steamboat Big Hatchee on the 22nd ult., just as she was leaving Herman, on the Missouri River, by which a number of persons were killed. Herman is about one hundred miles above St. Louis. The following letter, which we find in the St. Louis Republican, furnish all the facts that were known there at the last accounts:

HERMAN, July 23d, 1845.

*To the Editors of the Missouri Republican:*

It becomes our duty to announce to you the occurrence of a very disastrous accident which took place at our point this morning. As the steamboat *Big Hatchee* was leaving our wharf at about one o'clock, A. M., on her way to St. Josephs, her starboard boiler burst with a loud report, moving out of its place, passing aft through the cabin floor, and up through the hurricane deck, overboard, and into the river by the wheel-house—making a perfect wreck of the boat above the lower deck as far back as the ladies' cabin, and spreading death and desolation amongst the passengers.

The number of killed and scalded is not yet ascertained. The first engineer, named Barney Mohan, of St. Louis, was killed instantly. The scull of a man was found on board, and there are several others supposed to be killed, but we have not as yet heard any definite account from the clerk's register. The following are badly wounded—Solomon Carver, second engineer, supposed to be dying; Patrick Carrigan, fireman, from Ireland; Authur Neal, Callaway county, passenger; Thompson Gaines, Saline county, Mo., passenger; Harman Spelman, of Germany, fireman; John Ryan, of Ireland, fireman; John Hammonds, of Van Buren County, Mo., passenger; John Barbee, of Bath county, Ky, passenger; ——— Pulliam, passenger; Mr. Bolivar Foster, Callaway county, Mo., passenger, badly scalded; Robert Carter, of Osage county, Mo. passenger badly scalded—all these are dangerously scalded—some appear to be dying.

The following are slightly scalded:

E. Strange Titus, Warren county, Pa., passenger.

George Carrico and wife, of Carroll county, Mo., very slightly scalded; also a black boy belonging to the same.

Thomas Pearce, of Boone county, Mo., passenger.

Cornelius McGiniss, Mason county, Kentucky, passenger, slightly hurt.

E. W. Richardson, fireman, Summit county, Ohio.

Mrs. Amelia Spery, Fort Leavenworth, Mo., very slightly scalded.

A number of persons have not as yet been heard of. There are about seven still on the wreck, who were so badly hurt that it was not thought advisable to bring them to town, and are not included in this list.—Those who have been named were conveyed to town, this morning, and are now receiving every assistance in the power of the citizens to render them. After the accident the boat floated down the river about two and a half miles, before it could be made fast to the shore. A great part of the deck load has been swept into the river—the hull appears to be in a sound condition yet.

P. S. Lawrence Hoyle, of St. Louis, is among the dead. Noah Ludlow, of St. Louis, third engineer, badly scalded.

A letter from the clerk on board the Big Hatchee, to a commercial house in St. Louis says—

Among the number scalded were Mr. L. Hoyle of St. Louis, B. Mahon, first engineer; James Youngson first steward, (now dead;) Solomon Carver, second engineer; Noah Ludlow, third engineer; first and second cooks; E. Strange Titus, not expected to live.)

[We learn from the St. Louis papers that 12 or 15 deaths have taken place from the explosion of the steamboat Big Hatchee, and at the last advices several other deaths were hourly expected.

*From the Nat. Intelligencer of the 30th.*

## THE CHESAPEAKE AND OHIO CANAL COMPANY.

*Its proceedings—its guaranties approved.*

At a meeting of the Stockholders of this Company, held at Frederick on Wednesday last, Col. James M. Coale, of that city, was unanimously re-elected President and the following gentlemen Directors for the ensuing year, it being the old Board with the exception of Robert W. Bowie, Esq., who fills the vacancy occasioned by the death of Major Wm. Darne, of Montgomery, to wit:

Col. FRISBY TILGHMAN, of Washington co., Md.

JOHN O. WHARTON, of Washington county, Md.

WILLIAM PRICE, of Cumberland, Md.

JOHN P. INGLE, of Washington city.

DANIEL BURKHART, of Virginia.

ROBT. W. BOWIE, of Prince George's county, Md.

The President and Directors reported to the meeting that they had received the full amount of guaranty required by the law of the last session of the Legislature of Maryland to provide for the completion of the Canal to Cumberland. These guaranties, we understand, are executed by parties whose real property, in the aggregate, is assessed for taxation at more than five million dollars, embracing, as they do, three of the coal & Iron Companies of Alleghany county. They have been approved by the State agents and Governor of Maryland; so that the preliminary conditions of the law have now been complied with.

The Stockholders have, as we are informed, left it entirely discretionary with the Board of Directors, either to borrow the money on bonds, which they are now authorized to issue, with preferred liens on the revenues of the Company, or to let the work under contract, payable in those bonds; and, as several parties are understood to be ready to complete the work for bonds, who declare themselves ready to show their ability to do so, the Board will doubtless at once enter into a contract of this character, if reasonable and well fortified proposals shall be made to them, pursuant to their views announced in their report of the 29th April last, especially if they find that any considerable delay will be necessary to negotiate a loan of money on the bonds.

In the report above alluded to, however they say that "no such contract certainly will be entered into unless the parties can demonstrate to the satisfaction of the Board that they have ample means or resources, or have made such arrangements as to leave no doubt of their ability to finish the work within the time that may be prescribed."

It therefore appears to us that the time has arrived when such as are able and disposed into a contract payable in these bonds being securities of the highest class, should make their proposals, as it is reasonable to suppose that some delay must attend a negotiation for so large an amount of money. The past experience of the present Board of Directors is a sufficient guaranty to the public that no contract will be entered into which shall not accomplish the end so long desired by many of our readers—*the completion of the Chesapeake and Ohio Canal to Cumberland.*

The next meeting of the President and Directors of the Company will be held on the 12th of August, at the office in Frederick.

ESCAPE OF YOUNG BONAPARTE FROM ITALY, &c.—You have seen the accounts of the arrival, some time since, of young Bonaparte, to take possession of Bordentown, the former residence and property of Joseph Bonaparte. Mr. Maillard, the old Secretary of the ex-King, and his son, reside at Bordentown, with the young Prince Canino, as is his title. There is quite a romantic incident connected with this, for the truth of which you may safely rely. The estate of Bordentown was bequeathed to the young Prince, with the exception of a comfortable farm, which was left to Maillard. But the father of Canino resolved that he should not take possession of his property. Fearing that through his prodigality the estate would be squandered, or wishing to hold it in his own hands for his own use, he resolved to detain the young Prince in Italy. The son having derived his title of Prince Canino from the Papal States, and could by the laws of the kingdom imprison him there till he was twenty-five years of age. The young Prince having resolved to come to America and take possession of his estate, the father, to prevent it determined to throw him in prison, and in the mean time to preclude the possibility of escape while they were in Florence, he wrote to the various parts of Italy authorizing the authorities to arrest him if he should appear there with the intention of embarking for any foreign country. Finding himself locked in on every side, the young Prince gave himself up to despair, and awaited the day when he should be carried to the Papal States and be shut up in the walls of a prison. But young Maillard in the mean time was active for his friend though all his efforts seemed abortive. At length but one day was left in which to escape before the father should take the son to prison. Almost in despair young Maillard hastened to Leghorn, and there to his joy found a Swedish vessel bound to New York. Jumping into a carriage, he hurried back to Florence, and dressing himself in female apparel (a sign agreed on between the two when Maillard wrote him) sent a note to the young Prince saying a female wished to see him. Hastening to a by-street he found his friend awaiting him, who told him of the Swedish vessel that was to sail next morning for New York. The Prince needed no urging, instantly jumping into the carriage with Maillard, and drove with all speed to Leghorn, were they arrived a little after daylight. The vessel was to sail in two hours, and aboard of that miserable craft with its miserable accommodations the young Prince was hurried, and in two hours was making out of port & away from the shores of Italy. After a passage of seventy three days he arrived in New York. Maillard went to London and took passage in the packet for the United States. We saw him a week or two after his arrival full of delight to find his feet on American soil.—He is a nobleman, and loves the U. States better than half our own citizens. He brought over with him several fine dogs and pheasants, which he has taken to Bordentown to turn loose in its parks.—*New York Cor. Cin. Gazette.*

The New York Courier of Tuesday morning has the following account of the destruction of the Ocean House at Newport, R. I.

*Destructive Fire and Loss of Life—Burning of the Ocean House at Newport, R. I.*—We learn from passengers who arrived by the Long Island train last night, that just before the train started from Greenport an express arrived from Newport, bringing the melancholy intelligence that the large and splendid hotel, the Ocean House, kept by Mr. J. G. Weaver, was, with all its contents, entirely destroyed by fire on Sunday between twelve and one o'clock. But the worst of the disastrous conflagration was that several valuable lives were lost, although we have only been enabled to ascertain the names of two, viz: Samuel F. Gardiner, Esq., a wealthy citizen of Newport, and Mr. Hazard, a boarder at the hotel from the South. The fire caught in the bakery attached to the kitchen from an imperfection (as we learn) in the oven, and the building—which was capable of accommodating three hundred boarders and which was crowded—being built of wood, was entirely destroyed in less than forty minutes from the first alarm. So rapid was the progress of the flames that none of the boarders were able to save any thing, and those who perished lost their lives in the attempt to save their own property or the lives of their fellow beings.

An express was sent off at once for the steamboat Massachusetts, which came down and took away many of the boarders who were unable to find accommodations.

The morning boat of to-day will bring full particulars, and until it arrives the most feverish anxiety must prevail.

The New York Tribune of Tuesday morning publishes a letter from Newport, from which we extract the following:

The body of Mr. Gardiner was found in the ruins more than half consumed—a key & pencil lying on his chest. Thos. R. Hazzard, Esq. residing at the beautiful country seat of Varcluese, has also perished.—You will remember him as the author of some political tracts, published in 1844.

Geo. Burrows and Robt. Coxall were on the ladder with Mr. Gardiner when the eastern wing came down, and they fell outward, while he fell inside the burning walls. The two former are seriously injured, & it is doubtful whether Mr. Coxall will survive.

It is said that there was a gentleman in the second story of the east wing, who was lost—but of this nothing is certainly known. Rumor also gives three or four other victims.

The furniture of the house was worth $25,000—two thirds saved; $9,000 insured. Mr. Weaver the lessee of the Ocean House; has already taken a house which will accommodate 50, and which he will open to-morrow. There's enterprize for you!

GREAT FIRE AT ST. JOHNS N. B.—A great fire took place at St. Johns, N. B., on the evening of the 29th ult., which destroyed about forty-five buildings, mostly wooden, and property estimated at about £60,000. It broke out between the blacksmith shop of a Mr. Nesbit and chandlery of Mr. John Walker, at the corner of Ward street and Peter's wharf. The fire was confined to this street and wharf, Water street and Prince William street and Johnston's wharf.

The correspondent of the Boston Daily Advertiser states that all the printing offices in the town were thrown into confusion by this fire, being either burnt out or removed. It is supposed that there was insurance on much of the property destroyed, but no accurate estimate has been made. There is no insurance company at St. Johns, so that this part of the loss will fall upon other communities.

EXTENSIVE SEIZURE OF FOREIGN WOOL.—We noticed a day or two since the seizure of a quantity of wool, at Lowell, by an officer of the customs at this port. We have since learned that the lot then referred to was a part of some recent importations from Buenos Ayres, at this port and New York, which paid a duty of 5 per cent. ad valorem, as costing 7 cents per pound or under at the place of exportations, but which has since been discovered to have been greatly undervalued, and consequently subject to the highest rate specified in the tariff—3 cents per pound and 30 per cent.

The whole quantity which it is alleged has been thus imported under false invoices is between 500 and 600 bales, valued at from $75,000 to $100,000. It has nearly all been seized—300 bales having been taken in this city or Lowell, in the hands of manufacturers who had purchased it from the importers, and the balance in New York. The principal part of the wool came to New York consigned to Messrs. W. W. La Forest & Co., by a foreign house. The lot that arrived here came from the same house to Messrs. Barnard, Adams & Co. The fraud was first suspected in the Boston custom house, and we believe the government officers both here and in New York, are principally indebted to the vigilance an activity of S. J. Bridge, Esq. one of the appraisers of this port, for the evidence upon which they based their proceeding against a large part of the wool seized.

It is proper to add that we are informed by one of the parties whose names have been connected with the transaction, that the consignees are confident that an investigation will terminate in the release of the wool, and in the exoneration of the foreign house implicated from suspicion of dishonesty.—*Boston Post.*

*A magnificent Slave Trader.*—The London correspondent of the Boston Atlas thus describes M. Souza, a name too well known in the annals of the Slave trade on the coast of Africa:

The commander of the French brig-of-war *Zebre* has sent a report to the Minister of Marine, giving some curious facts respecting the Slave trade on the coast of Africa. It appears that a person named M. Souza is the great chief of the trade at Wydah, where he lives surrounded with oriental magnificence. He has in his vast seraglio a harem of four hundred women; his dinners are described as being equal to the feasts of Balthazar, and served in the most luxurious manner; no male person is ever allowed to go beyond his grand dining-hall. He is exclusively served by women, six of whom serve him with food, of which he never partakes till they have first tasted every dish. He trades in slaves to a great extent, and has done so for many years. He is now quite old, and, it is said, he is generous and high-minded in everything but his dealings in slaves. When advised by the French commander to abandon his wicked traffic in human flesh and do penance for his sins as a slave dealer, by civilizing his adopted land, he answered that a British commander had already advised him to abandon the slave trade for that of palm-oil, but he despised that trade, as it would not afford him a sufficient profit to enable him to keep up his profuse style of living. He added that he wished to civilize the country, but that the means proposed by philanthropists were either injudicious or incomplete, and that he was too old to undertake such an arduous task.

*The Washington Plate.*—We learn, says the Alexandria Gazette of Saturday last, that the Washington Plate was brought from Arlington House, to this town, on Saturday, and lodged in the Bank of Potomac for safe keeping, the proprietor being about to revisit the scenes of his youth, in the city of New York, after an interval of fifty-four years, and thence to make a pilgrimage to the sites, hallowed by events of Revolutionary memory, in and around Boston.

Among the plate is a tea service, made in New York in 1789, and engraved with the crest and arms of Washington. This was used during the whole of the first Presidency, and up to the death of the Chief at Mount Vernon, December, 1799. There is, also, a massive waiter of pure silver. From this venerable relic of other days, was served the great men of the Country, who survived the revolution.—Signers of the Declaration of Independence, Members of the old Congress, and of the Convention that formed the Constitution—Patriots, Statesmen, Warriors—including the illustrious names of Adams, Jefferson, Clinton, Sherman, Livingston, Morris, Carroll, Clymer, Ross, Lee, Madison, Hamilton, Pinkney, Jay, Mifflin, Lincoln, Steuben, Knox, Wayne, Ogden, Hartley, McLane, Morgan, Harry Lee, Howard, Chase, & many others, alike brothers in renown, and alike endeared in the effections of their countrymen.

When Bladen, the celebrated burglar, was about to rob Arlington House, he directed his subordinate, who made a reconnaiscence of the building—"Recollect, sir, on your life, do not touch a single piece of Gen. Washington's plate, for if you do, the whole country will be in arms against us, and we shall be ruined forever!"

*A Bridal Party Drowned.*—On the 11th Miss Rosalie Huelbig, her mother, two sisters, and Miss Dressel, were drowned in the Kaskaskia river, Illinois, which they attempted to cross on their way to Prairie du Long. Miss H. left home that morning, with a bridal party, to be married to Mr. E. H. Kettler, who with his friends was waiting at his residence, some miles distant, to receive his bride. Being alarmed at the delay, he proceeded to the river, where he saw the father of the young lady, who was on the river bank with the fire corpses lying near him. The father was nearly frantic with grief. The corpses were taken to the house of the intended bridegroom, and the marriage festivities gave place to funeral rites.

*The head of a man found in a Shark.*

A letter from on board of the U. S. ship Saratoga, dated at Pensacola, 21st ult., to the Norfolk Herald, says:

"Last Saturday afternoon we caught a large shark, measuring about ten feet, and on cutting open the stomach, there was found in it a man's head, with the hair on it! From the fact that an old quartermaster named Griffith, on board the Falmouth, (lying astern of us) had been drowned a week or ten days before, we sent it on board of her in a bucket, and by the color of the hair it was recognised to be that of the old man Griffith. I believe he was an Englishman. The head was sent ashore and decently interred in the burying ground.

*Boston again in the Field.*—The N. Y. Spirit of the Times, of Saturday, contains a challenge from the "Boston party," offering to run a stallion, Boston of course, for $10,000, over the Petersburg (Va.) Course, four mile heats, in November next, against any stallion in America, and proposing to run several colts of his get, in several races, for some $15,000 in purses.

ANOTHER LONE STAR.—The Texan convention, now in session at Austin, will probably make *two* States of the territory east of the Nueces making the Brazos river the dividing line, (running up the main fork and thence due north to the Red river,) leaving the State of Texas on the east and Austin on the west of that river.—The population of both Texas and Austin, if the Brazos line be adopted, is equal to the constitutional requirements.

*Here's a chance for Texas.*—The "Trustees of the Texas Emigration and Land Company" advertise for settlers on their tract, and offer to *give* each family three hundred and twenty acres, and each single man one hundred and sixty acres, on the payment of $16 for surveys, &c., on the former, and $8 on the latter.

*Recently discovered bed of Diamonds in Mexico.*—According to the report of an expert geologist, Von Gerold, diamonds have been discovered in the Mexican mountain range in the Sierra Madre, in the direction of Acapulco, to the south west of the city of Mexico. Humbolt had conjectured that diamonds and platina occurred further to the northwest in the gold washery of Sonoro. It is also said that immense tracts of auriferous alluvia occurred in Upper California, as also in New Mexico. They are principally in the possession of wild tribes, a circumstance which will accellerate the intrusion of the North Americans, and hasten the taking possession of them by strangers.—*Puffendorf's Annalen.*

*A Wild Negro Caught.*—Mr. J. M. Pierce of Caddo, La., with several friends, recently pursued a wild negro, known to infest that parish, and after a long chase, compelled him to take refuge in the hollow of a tree, where he was secured after a severe fight. He appears to be about fifty years old, weighs 130 pounds, is covered with hair like a bear, and will eat nothing but raw meat, which if tainted he likes the better; he also devours craw fish and frogs with avidity, if left alone, but will not touch food in the presence of any. It is supposed he was born in the woods, as two skeletons, supposed to be those of parents, were found in the hollow of the tree where he was taken.

*A Great Business.*—The Reading Journal states, that on Tuesday last there passed down the Reading railroad *twelve hundred and thirty-four cars* laden with coal—averaging four and a half tons each—making in the aggregate five thousand five hundred and fifty-three tons of coal, all passed over the road from one end to the other in a *single day.* This is said to be the largest amount of coal ever taken over the road in one day since it has been in operation.

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