The Press.

SATURDAY, JULY 17, 1858.

FORNEY'S CALIFORNIA PRESS

Will be Ready at the

OFFICE OF THE PRESS,

No. 417 CHESTNUT STREET,

At One o'clock on Monday.

This issue is published expressly for

CALIFORNIA CIRCULATION,

And contains a complete summary of what has transpired in our City, State, and the Atlantic States, since the departure of the last steamer for California.

Price Six Cents per copy, in strong wrappers, and stamped, ready for mailing.

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STEAMER PRESS

Must be handed in before TEN O'CLOCK ON MONDAY MORNING.

FIRST PAGE.—Touching the Capitol; Religious Intelligence; Important from Mexico; The Defeat of Col. Steptoe in Oregon; General News; Weekly Review of the Philadelphia Markets.

FOURTH PAGE.—Communion Sermon by Rev. Thos. Street.

THE NEWS.

President Buchanan is expected to pass through Harrisburg on the 20th inst., on his way to Bedford Springs.

Gen. Cass, during the heated term, finding his quarters at the State Department too warm for him, has been transacting his business at his private office, where he is able to be more at his ease. Hon. Aaron V. Brown, the Postmaster General, left Washington on Thursday, accompanied by his family, for his residence in Tennessee, where he will sojourn for three or four weeks. During his absence Hon. Horatio King will discharge the duties of Postmaster General. Hon. Isaac Toucey, the Secretary of the Navy, who has been ill for the past few days, we learn will be able to return to his duties in a day or two. Hon. Thomas A. Hendricks, the Commissioner of the Land office, who has been spending a fortnight at Jordan's Springs, has returned to Washington.

The War Department has authorized the Quarter Master of the Army at New York to make arrangements forthwith for despatching six companies of recruits to the Pacific to reinforce Colonel Steptoe. The steamship St. Louis has been chartered for the purpose, and will sail on the 20th inst. The troops will be taken up from Panama on the steamer Sonora. It will take them at least six weeks to reach their destination, and in that time Col. Steptoe's command may be out to places.

We have further advices from the plains. Gen. Harney was at Fort Kearney awaiting instructions from the War Department. The troops were in fine condition. A report prevailed (though not generally credited) that Gen. Johnston had entered Salt Lake city.

Capt. McNeil has had a "talk" with the Tallahassee Indians, and they seem favorably disposed to make an "agreement."

The notoriously romantic Riviera case has suddenly been brought to a close. Mrs. Blount has been brought to her senses by having an interview with *the sofa* of the gallant Zouave, who is now in New York. Mrs. Blount, her daughter, and husband were expected pies were for Mobile yesterday. The whereabouts of Riviera seem to be still a mystery. It is not likely that he will turn up while his wife is in New York; so we hope the curtain will forever drop on this disgraceful affair.

Among the distinguished gentlemen who arrived at Salt Lake city on the 17th ult., were Mr. Simonton, of the New York *Daily Times*; Mr. Fillmore, of the New York *Herald*, and Mr. Brown, of the New York *Tribune*. Surely "a chiel's now among the Mormons takin notes, and faith he'll prent 'em." Gov. Powell, Major McCullough, Gov. Cumming, Dr. Forney, Secretary Hartnett, Indian Agent Craig, and Interpreter James, arrived there some days previous to the reporters.

We see that a number of the papers in the interior are opposed to the military encampment which is to come off in September at Williamsport. They say the location is not only unhealthy, but it will cost the State over $100,000. Several of our cotemporaries suggest a postponement of the affair until next year. In the present depressed state of business we think the suggestion a good one.

It is our painful duty to record another frightful railroad accident. It occurred to the express train on the New York and Erie Railroad when about seventy-five miles out of that city yesterday morning. By the breaking of a rail, the two rear cars were thrown from the track and down an embankment of thirty feet. Five persons were killed outright, and forty-seven wounded, some of them fatally.

Several cargoes of slaves have within the past few weeks been landed on the Island of Cuba. A large ship, having on board one thousand slaves, appeared off Key West a few days since, and was spoken by a pilot. The captain informed the pilot that he was chased off San Antonio by a British cruiser. The cargo was successfully landed near Bahia Honda.

A letter from Key West states that a large slaver was recently fitted out on the coast of Yucatan, and was furnished with water casks, &c., sent out from Philadelphia.

The ports of Venezuela have been opened for the import, free of duty, of corn, rice, beans, peas, salted pork and beef, until the first of September. The time is short, but some of our merchants will, no doubt, take advantage of it.

A substitute police, since the defeat, Thomas D. Burnham, was shot and killed in Baltimore on Thursday night, by William Ford. It appears Burnham had come to this city in search of employment, and on his return to Baltimore found that his wife had removed from her former residence, and placed herself under the protection of Ford. The murder grew out of this circumstance. Ford was arrested.

The losses by the recent earthquake in the valley of Mexico are said to be between five and six millions of dollars. The black vomit had broken out among the troops at Vera Cruz.

The steamship Canada arrived at Halifax yesterday morning. She was detained fifty-five hours outside of the harbor by foggy weather. She saw nothing of the telegraph fleet.

The yellow fever and black vomit are very prevalent in Sagua la Grande.

A correspondent, who has carefully looked over the French Army Register for 1855, writes us that there is no such name as de Riviere to be found in it. This certainly looks like a forlorn hope for the future prospects of the brilliant and fascinating Zouave.

Our caustic Washington correspondent "Occasional" speaks to the *Union* to-day.

The Kirkpatrick poisoning case was resumed in the Quarter Sessions yesterday. No new developments were made.

SUB-ATLANTIC TELEGRAPH.

The telegram from Boston, received last night, through the agency of the Associated Press, conveys most important and particular news respecting the laying of the Sub-Atlantic telegraphic cable. A sailing ship, arrived at Boston yesterday, met the *Niagara* and *Gorgon*, at sea, on the 27th ult., and was boarded by Mr. CYRUS W. FIELD, and a lieutenant of the *Niagara*. The fleet was sixteen days in reaching its mid-Ocean place of rendezvous. Two unsuccessful attempts had been made. In one of them forty miles of cable had been laid. The break occurred on the *Agamemnon*. Each time, the steamers returned to their starting-place, and spliced the cable. A third attempt was to have been made on the 28th ult. Mr. FIELD was in good spirits, with lively hope of the ultimate success of the great enterprise with which he has been so greatly connected, as projector and manager.

The *Niagara*, as if expressly to contradict the disparaging comments and prophecies of the London *Times*, made the voyage well. Her engines were in fine order, and worked admirably.

CHESTER COUNTY.

The friends of Hon. JOHN HICKMAN assembled at West Chester on Thursday evening last, in immense numbers. The large Horticultural Hall was crowded, hundreds being on the outside who could not obtain admission. The meeting was addressed by JOHN W. FORNEY, of THE PRESS, for an hour and a quarter.

The resolutions of the Opposition State Convention are significant, not so much for what they do say, as for what they *do not* say. The denunciations of Lecompton are strong and pointed, but the omission to re-assert the exploded doctrine of Congressional Intervention has a much more expressive meaning. A better course would have been to declare in favor of the fundamental truth of popular sovereignty. To this complexion must it come at last. No party can win that resists this principle; and those that do, will sectionalize themselves first, and sacrifice themselves afterwards.

A long communication from the editors of the *School Journal*, touching the biography of Professor Hart, has reached us. Having already allowed the *pro* and *con* of this subject to appear, we cannot burden our columns with a discussion which interests only a very few persons.

THE CHESTNUT AND WALNUT-STREET RAILWAY.

We have been furnished with a copy of a pamphlet of nearly one hundred pages, devoted to the consideration of horse railroads in general, and of the Chestnut and Walnut-street Railway in particular. The author proves himself as able as earnest in his advocacy of the proposed enterprise, and meets the objections one by one in a calm and temperate spirit, but with conciseness and a force of argument which it will be difficult to confute. He argues that there is no truth in the outcry of monopoly, where any one can subscribe; that the streets will be less crowded than with omnibuses, because cars move more quickly, halt more quickly, and carry more passengers than they do; that the stoppage by means of brakes will be more certain to prevent collision with vehicles than the heavy omnibuses that are only stopped by pulling upon the reins of the horses; that the wear and tear and noise upon the streets will be much less with cars; that by affording increased facilities to citizens, they will increase the throng upon our most fashionable street, and thereby increase the value of its stores as places of business; that much space will be economised, which is of the utmost importance on such a street as Chestnut street, while considerations of comfort, time, safety, humanity, and public and private economy, will all be in favor of the railway. The author also endeavors to show that public sentiment, and a majority of residents and property-owners upon the street, are in favor of the railway.

The author has done his work well, and we have no doubt that it will have a beneficial effect upon the prospects of the enterprise. We are, ourselves, in favor of progress. We believe that too much conservatism is the one great fault of Philadelphia; and we sincerely trust that every year of the future will see our people awaking from the lethargy that has too long oppressed them and damaged their interests. We have faith in horse railroads. They are a success here, as they have proved themselves elsewhere; and we hope that the friends of this measure may succeed in furnishing those who, attracted by its magnificent stores, seek to travel upon this beautiful thoroughfare, with the accommodation of this, "the most convenient, the most tasteful, and the most truly agreeable mode of conveyance which human ingenuity has thus far devised" or the streets of great cities.

THE MANAGER'S WATCH.

An anecdote, and a true one to boot, was told us yesterday, which we shall here retail, though pen and ink (or rather types and presswork) cannot give an idea of the lively manner in which the story was so admirably told and acted. The popular manager of a leading theatre, in one of the first cities of the Union, compelled, by hot weather, to close his establishment for several weeks—for, even if actors could play, audiences would not assemble at "95 in the shade"—thought he could not do better than indulge his young and charming wife and himself with a trip to a fashionable watering-place. The lady assented, of course, as ladies always do assent to any proposal which conduces to the mutual satisfaction of themselves and husbands. Accordingly, they started, duly arrived at the sea-side, and made up their minds to have a good time of it, generally.

An intimate acquaintance, who called at the Manager's house, immediately after he had left it, discovered that a valuable gold watch and chain had been left behind on the parlor table, in the hurry of departure. This was the Manager's own watch, and, without further ado, the careful caller put it into his pocket, and conveyed it and himself down to the very watering place where his friend had already proceeded. Communicating what had happened to a few congenial spirits, friends of both parties, the watch-finder made out the programme of a delightful little plot—of the description usually known as "a *sell*."

Intimation was courteously given to the Manager, who is a thorough gentleman as well as an excellent artist, that a number of his friends and admirers desired to see him, and a hint was dropped that a little presentation was on the *tapis*. Accordingly, the Manager and his friends did meet, and one of the party, "a fellow of infinite jest and humor," improved the occasion by making a neat and highly complimentary speech, in which the private and professional worth of the Manager were handsomely mentioned, with a request that the Manager would accept a gold watch and chain, which was then and there handed over to him, in one of the jewellors' boxes usually given in when a watch is purchased. Much too well bred to "look a gift horse in the mouth," the complimented Manager did not open the box while briefly and even eloquently returning thanks. The party then partook of something a trifle stronger than water, after which, the pleased and always pleasant Manager thought the time had arrived when he might gratify his very natural curiosity by looking at the beautiful presentation watch for which he had to thank the kindness of his friends. He opened the box, and saw—his own watch! He emphatically exclaimed, "*Sold!*" This is my watch."

The little conspiracy was then exposed, and bearing the disappointment very much better than the writer of this little adventure would have done, the Manager expressed his satisfaction at getting his own watch again, having been much inconvenienced by the want of it. Upon the whole, this little affair was very well executed, and deserves a better historian than ourself.

SALE OF THE DELAWARE DIVISION.

The controversy as to the sale of the Delaware division of the Pennsylvania canal promises to be interesting. Since our editorial article of Wednesday we have seen no reason to change the opinions there expressed, that the sale was eminently fair to all parties concerned, and that the President of the Sunbury and Erie railroad acted with impartiality and judgment, and with strict reference to the interests of that great work. The following correspondence shows conclusively that every facility was held out to the Lehigh Navigation Company to purchase the Delaware division, and that the Sunbury and Erie Railroad Company were most anxious to promote this object:

[COPY.] JUNE 11th, 1858.

JAMES COX, Esq., Pres't L. C. & N. Co.,

SIR: We wish to learn from you whether you desire to purchase the Delaware Division of Pennsylvania Canal? If so, the highest price you are prepared to offer for the same, payable one-third (⅓) in cash, the balance within 24 or 30 months, in monthly payments, dating six months after purchase.

We are prepared to effect a sale of that work, and desire to conclude it. Will you please reply on Tuesday next, as we are in treaty with others who are anxious to close the purchase. We prefer selling to your company, and therefore request your best offer before disposing of the canal to any other interest.

Respectfully yours, &c.,

WM. G. MOORHEAD.

[ANSWER.]

OFFICE LEHIGH COAL & NAV. CO.

Phila., June 12, 1858.

W. G. MOORHEAD, Esq., Pres't Sunbury & Erie R. R. Co., 324 Walnut street:

DEAR SIR: Your favor of yesterday has been submitted to the committee appointed by our Board to ascertain the best terms on which the purchase of the Delaware Division can be effected.

This committee reported sometime since to the Board the terms mentioned by yourself to the Messrs. Hazzard and Jas. S. Cox; which terms were by the Board deemed inadmissible.

In reply to your note, I have been requested by the committee to inform you that in the opinion of the committee this company would be willing to purchase the canal on fair terms; but that the authority of the committee does not extend to the making of a definite offer. They are of opinion, however, that the terms of payment proposed in your communication would not be acceptable to the board.

Should you be disposed to offer the canal at a price in accordance with the views of the committee as to its value, present and prospective, a large proportion of the price to be payable in bonds, upon time satisfactory to the committee, they would be prepared to recommend the purchase to the board.

The committee are advised that it is certain that large claims for damage will be made upon the purchasers of the canal, the amount of which it is at present impossible to estimate with any degree of precision.

I am, with much respect, truly yours,

JAMES COX, President.

CAPTAIN DE RIVIERE.

A correspondent writes, "I happened to be looking over the French' Army Register for 1855 (Annuaire Militaire) this evening, when it occurred to me to look for the name of the notorious de Riviere, of Blount celebrity. There was at that time no person of that name in the position of commissioned officer of any grade in any regiment of Zouaves in the French service. Neither was there any officer of the name bearing his initials, in the army. As none of the papers which take so much interest in the affair have thought of exploding the humbug in this very simple way, it may serve to point a paragraph in your paper. You may rely implicitly on the fact being as I state it."

BY MIDNIGHT MAIL.

LETTER FROM "OCCASIONAL."

[Correspondence of The Press.]

WASHINGTON, July 16, 1858.

Gov. Denver, although he has grown exceedingly cautious since his arrival in Washington, confirms the rumor that the vote against Lecompton, as it is presented in the English bill, will be enormous on the first Monday in August. The President is much harassed at the prospect. *I know* that he talks of little else than Kansas, and also that the Presidential aspirants, in the Cabinet and out of it, who induced him to change his position, and to desert Gov. Walker and Judge Douglas, have fallen greatly in his esteem. It is no less clear that Governor Denver has always quietly doubted the entire Kansas policy of the Administration, even while obeying the orders of his superiors. What complicates this affair, at present, is the fact that the Washington *Union* some weeks ago arrogantly announced that, if the English proposition were voted down, Lecompton would still be alive, &c. The rebuke which the popular denunciation of this bill will convey to all who have had any hand in the desertion of principle cannot fail to be productive of healthy consequences throughout the country.

The attack of the Washington *Union* of to-day upon Judge Douglas is an invocation to the formation of a new party, and is the most emphatic appeal to disorganization to the States of the Union that has ever been made. In Illinois Douglas has not only the Democratic principle as laid down at Cincinnati, but also the Democratic organization. Elsewhere, in a very few States, the partisans of the *Union* have the Democratic organization, *but nowhere do they respect or recognise the Democratic principle.* The *Union* would exclude all from the Democratic party who do not accept its idea of the Democratic policy, while it denounces as factionists and disorganizers those who recognise the organization, and the principles of the party as we find them asserted and laid down in Illinois. Upon this theory the Democratic party could not exist to-day; and it is apparent that the *Union's* article looks to a ruptured party previous to 1860. Mr. Buchanan professes to everybody to be utterly indifferent to the opinions of the *Union*, and I will not be astonished if he takes special pains to disavow its article of this morning. It is apparent that the *Union* speaks for others and not for him; this fact will appear more clearly in another time. Mr. Senator Slidell and family are among the notabilities at Atlantic City, having left Washington yesterday. I understand that a large party, to be composed of Mr. Slidell, Mr. Bright, Mr. Senator Rice, Mr. Corbin, of Paris, Mr. Belmont, the liberal and patriotic New York banker, intend starting on a tour to lake Superior in a day or two. This is one of the most delightful trips that may be taken: joy go with the voyagers! I am promised a detailed account of the forfeiture of the bail of certain contractors who failed to fulfil their contracts with the War Department. John Glancy Jones, in view of his probable defeat by the Democracy of Berks county, is looking over the wide waters for a place on which to rest his wearied limbs. He has been a shocking investment to the Administration, and I fear they will refuse any further sacrifice on his account. The office-holders in Philadelphia are to be called upon to recommend Mr. George M. Wharton, of your Second Congressional district, as the Democratic candidate.

Mr. Buchanan will leave here for Bedford about the 20th, unless public business should detain him. It is expected that Judge Black will accompany him. A letter received here from the Springs states that a large company has been collected there, and that it is quite a political conglomerate. The President will pass through Harrisburg, avoiding the rough road from Cumberland, Maryland, and going by way of the Broad Top Railroad.

It is a pity that there is no more direct road to Bedford from Washington, especially since the Springs have fallen into the able hands of Gossler, Russel, and others.

I regret to hear that General Cass is in very feeble health. His temperate and regular habits have prolonged his life and preserved his intellect wonderfully. OCCASIONAL.

FROM HARRISBURG.

The Supreme Court—An Important Decision.

[Correspondence of The Press.]

HARRISBURG, July 15, 1858.

The Supreme Court met here yesterday, for the purpose of reading the opinions in cases which had been argued before, as well as to hear the arguments to be made in several new cases. One of great interest was the one involving the Allegheny county tax question. It will be recollected by the readers of *The Press* that an alternative mandamus was issued against the Commissioners of Allegheny county, a few weeks since, for the purpose of compelling them to levy a rate of tax sufficient to pay the interest upon the railroad issues of the county, which she has disgraced herself by not paying. The writ was returnable on Wednesday, and on that day William M. Meredith appeared for the bondholders, and Thomas Williams, a leading repudiator, appeared for Allegheny county. Mr. Williams moved to quash the writ, because the claim upon which it was based was a purely private and local one, issued improvidently and without notice to the respondents; that the claim upon which it was founded was denied *in toto*; and that no judgment had been obtained or suit instituted. Besides, a specific remedy was provided by law. Mr. Meredith, in his argument, took an enlarged view of the moral effect of the course Allegheny county was pursuing in her refusal to recognise these issues of bonds, while Mr. Williams kept talking about "the rights and franchises of the people;" said it was a parallel case with that of Hampden and Sydney, who resisted the collection of the ship-money levied by Charles the First, as though those who owe money in Allegheny were to be oppressed by those who have in good faith lent them their capital with which to build railroads. The Superior Court refused to quash the writ. Hereafter the case will be argued and disposed of on its merits. Mr. George Harding assisted Mr. Meredith in the conduct of the case. Here is the opinion as delivered by the Chief Justice:

Commonwealth *vs.* The Commissioners of Allegheny county. Motion to quash the writ. Opinion of the Court—Lowrie, C. J. The writ of mandamus is not, as a general rule, a writ of right, that any party can have merely on ordering it; but it can be had only on application to the court, and on showing a *prima facie* title to it. The application for it is an appeal to the discretion of the court, and therefore the usual practice formerly was to rule the other party to be present at the hearing of the application, so that he or they might aid in informing the court in the exercise of their discretion. That form of practice was not at all necessary to the validity of the process, and was not always pursued.

The court might take the trouble to inform itself that the case was a proper one, and to be heard and decided on a *mandamus*, and when they did so there could be no proper ground for a motion to quash the writ on account of the usual preliminary rule having been dispensed with. For several years past we have always dispensed with this preliminary rule, and awarded the alternative *mandamus* on a proper *prima facie* case being shown by the petition, and we have found it very convenient. It prejudices no right of the defendant, and brings on the cause for hearing in a better form than by the rule to show cause. Instead of moving to quash on this ground, the defendants ought to have obeyed the writ by answering or demurring.

We agree that the place for hearing such causes ought ordinarily to be within the Supreme Court district to which the defendants officially belong; but we think that even this must be subject to the discretion of the court. Whenever this court may be when this remedy is needed, there it must be applied for, and thence, and by the prothonotary there, the writ may be issued. And to make the writ effectual at all, in our hands, it must be returnable before us wherever we may be at the appointed return day, just as the same writ out of a King's Bench would be. It is only thus that the cause can be brought to issue with proper promptness, and is to be ready for hearing in the district to which it belongs when we go there. We feel a very strong disinclination to bring parties out of their district, at the actual trial of the cause, and cannot consent to do it except where the necessity of it is very apparent, or where promptness in the proceeding is essential to its efficacy in the given case.

These remarks may stand as a suggestion of our views relative to two of the objections taken by the defendants; the other two, we think, will more properly arise when we come to the merits of the case, on answer or demurrer.

The motion to quash is refused.

ODDS AND ENDS.

The Arch-street Theatre opens on Monday, August 14, with a very strong company, under the management of Messrs. W. Wheatley and J. S. Clarke. We understand that Mr. and Mrs. John Gilbert are engaged.

Our lively neighbor, *The Philadelphian*, chats pleasantly about theatricals, and promises to be useful as well as agreeable in that particular line. The number for the present week states that its editors have succeeded in making arrangements for the purchase of Henry Hirst's great, long expected German romance of "Naida, or The Fountains," and will commence its issue early in the dramatic season. Its editors say:

"It will be copyrighted by us as well as the powerful drama of the same name now in course of preparation intended under the new copyright law for dramatic representation at one of our leading theatres. It will make even a more profound sensation than did 'Endymion.' Its peculiarities are wonderful; it grasps at almost every object which the stage, or song, or the drama embraces."

There can be no doubt that if Mr. Hirst do justice to his own rich fancy, high imagination, and eminently poetic feeling, the result will be a valuable addition to our national literature. The widely differing characteristics of Burns and Shelley seem united in his mind.

Crittenden's Perpetual Almanack is "good for forty years," from 1858 to 1898. It is also a desk-almanack, for daily reference. Simplicity and cheapness are its peculiar features.

CHANGE ON THE PENNSYLVANIA RAILROAD.—The tunnel on the Lancaster and Harrisburg Railroad having been widened, on Monday next the Pennsylvania Railroad Company will commence running their cars through from this city to Pittsburgh, thus avoiding the necessity of changing cars at Harrisburg. By this arrangement the large size cars, which have heretofore been used only between Harrisburg and Pittsburgh, will run over the whole road. They are about one and a half feet wider than the ordinary car, are provided with high backs and reclining seats, and are well adapted for sleeping purposes. The conductors will, under the new arrangement, run the whole trip, and then lay over for one day.

THE LATEST NEWS

BY TELEGRAPH.

THE CANADA AT HALIFAX.

DETAILS OF HER NEWS.

[By the American Telegraph Company's Line.]

HALIFAX, July 16.—The royal mail steamship Canada, Captain Lang, left Liverpool at noon of the 3d instant, and arrived here at half-past nine o'clock this morning, having been detained fifty-five hours by fog off Halifax harbor.

The Canada experienced strong westerly winds during the entire passage. She saw nothing of the telegraph fleet.

The screw steamship Indian, from Quebec, arrived at Liverpool at eleven o'clock on the night of the 30th of June, and the Kangaroo from New York, at half-past one P M., and the North Star, from New York, at Southampton, at an early hour on the morning of July 1st.

GREAT BRITAIN.

On the 30th the House of Lords was not in session, and the Commons were engaged in debating the marriage laws. On the 1st, in the House of Lords, the question of the admission of Jews into Parliament was taken up.

Lord Derby roceded from his opposition to the measure. He believed it was impossible to maintain inviolate the principles for which their lordships had so long contended, without bringing themselves into collision with the House of Commons. Therefore, he felt it the duty of the House to consider whether there was any possibility of satisfactorily settling all differences.

He believed that the suggestion of Lord Lucan, that the Commons should be allowed to dispense, by resolution, with the words "on the faith of a Christian," when a member of the Jewish persuasion applied to take his seat, afforded the only solution of the difficulty, and therefore, though with great regret, he was prepared to accept the measure.

Lord Lyndhurst consented to postpone his bill, and Lord Lucan, in moving the second reading of his measure, explained that it gave the House of Commons the power of omitting the words, "on the true faith of a Christian," by resolution, but required that any member of the Jewish persuasion should present himself in the first instance at the table of the House, and state his objections to the oath in the form in which it now stood.

After some debate, the second reading was carried by 143 to 97.

In the House of Commons the India bill was further debated, and a variety of amendments were offered, but all were voted down.

On the 2d, in the House of Lords, the bill abolishing church rates was taken up.

Lord Derby opposed it, and it was rejected by 151 majority.

In the House of Commons further progress was made in the Government India Bill.

Attention was called to the fact that the Peruvian Government was selling guano to the Americans at lower prices than to the English Government. It was replied that Peru had promised to reduce the price to the American standard.

It was thought that Parliament would be prorogued before the end of July.

The British revenue returns for the year ending the 30th of June show a decrease of over £5 000,000, nearly all of which was occasioned by the reduction of the income tax.

The Judicial Committee of the Privy Council, in the appeal against the decision which held the steamer North American liable for damages in her collision with the American ship Leander, had affirmed the judgment of the lower court.

Much anxiety was felt in England as to the Atlantic cable, but there was no news of it up to the departure of the Canada.

Messrs. Skeets & Freeman, timber brokers of London, had suspended for £50,000.

The large failure at Rio Janeiro, reported per the North American, was that of Domingos Ferreira.

LATEST BY TELEGRAPH.

LONDON, Saturday, July 3.—The *Times'* city article reports that the funds opened yesterday at a further decline of ¼, but subsequently slightly improved. There was no active dealing in the discount market, and at the bank, to meet the bills due on the 4th, and full rates were demanded.

The shipment of specie to the East, by the steamer of the 4th, will be £93,000, nearly all in silver.

A report was circulated that the laying of the Atlantic Cable was nearly completed, and shares advanced from £500 to a nominal quotation of £600 to 800.

An important private meeting of the shareholders of the Illinois Central Railroad was held on Friday, and a committee of ten was appointed, one of whom will probably be despatched in a week to New York, to co-operate with the American directors. Among other changes, it is recommended that a resident English director shall be appointed.

The *Daily News* says that of the one hundred and seventy shares in the company, considerable upwards of $30,000 were represented in the room.

It is reported that another of the failures in Rio Janeiro is that of Astley, Wilson, & Co., for £150,000.

FRANCE.

The Paris correspondent of the *Daily News* says that the affairs of Montenegro, and the ticklish state of diplomatic relations between France and Turkey and Austria, are considered very serious; that Europe has sent an ultimatum to Turkey, and if a satisfactory answer should not be returned at once, more ships will be sent to the Adriatic. The *Moniteur* publishes a decree re-appointing M. de Morny, President of the Corps Legislatif. A special session of the Legislature was anticipated.

Advices from Lyons report a decided improvement in commercial affairs there. Improvement was also observed in a less degree at Marseilles. The *Moniteur* publishes a decree which continues the law of June, 1853, forbidding Corsicans to carry arms till June, 1863.

Several districts in Paris were suffering severely from a great want of water. In Paris it was being used very sparingly by the lower classes.

The *Patrie* says that a Russian frigate has joined the French squadron in the Adriatic, and been placed under the orders of the French admiral. This news had created great excitement in Vienna.

In Paris, on Friday, the Three Per Cents closed at 68f. 15c.

SPAIN.

A telegraph despatch gives the following as the new appointments in Spain: Minister of Foreign Affairs and of War, O'Donnell; Minister of Justice, Nagrette; Minister of Finance, Salisarera; Minister of the Interior, Daherra; Minister of Marine, Noedda.

A Madrid despatch says that General Concha has complained to the Government of the insults of the English in reference to the slave question.

The Madrid journals say that the Government intends to call on England for explanations of the gratuitious insults to which Spain has been exposed in the debates in the House of Lords by Earl Malmesbury and others.

ITALY.

The Tribunal of Appeal at Naples has declared the recently liberated steamer, Cagliari, a good and lawful prize.

A contract for a loan of 40,000,000 francs was taken by the Rothschilds of Paris and the Commercial Bank of Turin.

Sanguinary conflicts were almost of daily occurrence between the French and Roman soldiery.

PRUSSIA.

The King of Prussia had quitted Berlin for Tegernse, and it was rumored before his departure that he would transfer the entire direction of State affairs, until the 2d of October, upon the Prince of Prussia.

A serious dispute has taken place between Prussia and Austria, in regard to the garrison at Radstadt. The cause of it is said to be that, instead of a moderate contingent by Austria to replace the Russian soldiers, she sent a larger force, thereby, say the Berlin papers, attempting to diminish the influence of Prussia. The newspaper controversy which this difficulty has excited rages fiercely on both sides.

DENMARK.

A Dresden journal declares there to be no foundation for the statement that France has taken measures for bringing the question of the Duchies before the European Conference, and gives room to believe that the confederation is to proceed with energy against Denmark.

RUSSIA.

It was said that one hundred and twenty-six thousand soldiers would assemble in the camp of Pownoski, near Warsaw, at the end of August, for inspection by the Czar.

The cholera had made its appearance at St. Petersburg.

A fire had destroyed the shipping at Helsingfors.

TURKEY.

It was announced that the Turkish Government had made ample satisfaction for the attack on Mr. Von Blanque, the British Consul-General at Belgrade. The regiment to which the soldiers who made the attack belonged has been withdrawn, and the soldier and his officers sent to Constantinople for trial. The Pacha personally expressed the regret of the Porte to the Consul, and ordered salutes to be fired in honor of the British Consul.

It was stated that Fuad Pacha had communicated a telegraphic despatch to the Minister of Foreign Affairs of France, giving fresh assurances that the troops sent to Herzegwine were not intended to act against the Montenegrins, and that in no case should that country be invaded by the Turks.

The Montenegrin frontier commission meets at Ragusa in the middle of July.

GREECE.

The liberal customs tariff adopted by the Greek Government exempts machines and implements for agricultural purposes from all duty on importation.

The Greek Government has placed its subjects resident in Canada under the protection of the French Admiralty.

CAPE OF GOOD HOPE.

Cape of Good Hope dates are to May 21st. A fierce struggle was going on between some of the frontier tribes.

Dr. Livingstone had met with an enthusiastic welcome. His expedition had left for the Zambera.

PASSENGERS PER CANADA, FOR BOSTON.

Mr and Mrs Westfield, three boys and servant, Miss Winfield, Mr Prescott, lady, two children and nurse, Mrs Richards, Mr and Mrs Clutches, Mr Jordan and lady, Mr Winchester and lady, Mr and Mrs Reed and two sons, Miss Reed, Mr Meirrcheim and lady, Colonel Bonneny, Mr Crowninshield and lady, Messrs Seyton, Portland, Percival, Douglas, Corden, Dutlinh, Bony, Doubleday, Longuire, Warren, Richards, Bond, Thompson, Lowell, Martin, Danger, Wray, Black, Sturgis, Bitterson, Moor, Wallace, Hall, Sandeman, Lowner, Stirrat, Hill, Doke, Harding, Stevenson, Crabbites, Baskworth, Whiteside, Lander, Minge, Jones, Brynes, Theis, and Miss Spencer

AMERICAN SECURITIES.

Bell and Company report a quiet market, and quotations nominal—U. S. 6's, 1861-8, 102@103; do bonds, 1868, 101@103; Kentucky 6's, 1868-72, 88@90; Maryland 5's, 90; Massachusetts 5's, 101@102; Ohio 6's, 1876, 90@97; Pennsylvania 5's, 77@75; do bds, 82@83; Tennessee 6's, 79@81; Alabama 5's, 80@84; Virginia 6's, 1868, 82@83; Illinois Central 7's, 1860, (Freeland) 74@76; do 6's, 1875, 78@80; do shares 24@25; Mich Cen 8's, 1860, 82@84; do, 1869, 82@84; do shares, 55; N Y Cen 7s 91@93; do 6s, 81@83; do shares, 75@78; Erie 7s, first mortgage, 85@87; do, third mortgage, 98@70; do shares, 36@37 Pennsylvania Railroad 7s, 1st mort, 1850 (Sterling) 95@98; do 1865, 88@90; Pennsylvania Central 6s, 1st mort, 86@88.

The *Times* of Friday reports actual sales of Illinois Central shares at 27½ ₩ cent discount, and of Erie at 16.

The Tallahassee Indians.

AUGUSTA, July 16.—The Tampa Bay *Peninsular* of the 10th inst. reports that Capt. McNeil had succeeded in having a talk with the chief of the Tallahassees, and the prospects were favorable for an agreement.

The Canada for Boston.

HALIFAX, July 16.—The Canada sailed at 11 A. M. for Boston, where she will be due to-morrow evening.

News from the Atlantic Telegraph Fleet

Arrival of a Ship at Boston, with Important Intelligence.

STATEMENT OF CYRUS W. FIELD D.

Very Bad Weather Experienced.

TWO UNSUCCESSFUL ATTEMPTS—ANOTHER ATTEMPT TO BE MADE.

MR. FIELD IN GOOD SPIRITS.

[For the American Telegraph Lines.]

BOSTON, June 16.—The ship Alice Munroe, from Liverpool, has arrived at this port, bringing important intelligence relating to the Atlantic telegraph fleet. Through the kindness of Captain Cummings, we have obtained the following report:

At sea, June 27th, lat. 52 5 north, lon. 35 15, west wind, weather hazy, saw two ships heading eastward. On looking with the glass found them to be the United States frigate Niagara and Gorgon, of the telegraph squadron. Tacked ship and stood toward them. Were boarded by Cyrus W. Field, Esq., and a lieutenant from the Niagara, and received from them the following statements:

STATEMENT OF MR. FIELD.

The squadron experienced very bad weather from the time of starting, and was sixteen days in reaching the point of destination.

Two unsuccessful attempts have been made to lay the cable.

The second attempt was made on the 25th, (the day previous.) Upwards of forty miles of the cable were laid, and the ship was going along finely, when communication ceased, the cable having probably broken on the Agamemnon.

On the 27th, the ships returned to the starting point, to await the return of the Agamemnon and Valorous; a splice will then be made, and the laying of the cable again proceeded with.

Mr. Field was in good spirits, and thought they would yet succeed in laying the cable. The stormy weather had interfered much with the success of the enterprise

One of the ships has sustained slight damage; one sailor had a leg broken and another an arm.

All were well on board the Niagara. Her machinery worked finely, and the ship admirably performed its share of the important duty.

The Alice Munroe lost sight of the Niagara at half past three on the afternoon of the 27th.

The weather since has been foggy and unsettled.

The squadron did not probably meet before the 28th.

ACCIDENT ON THE ERIE RAILROAD.

NINE KILLED AND FORTY-SEVEN WOUNDED.

Two Cars Thrown Down an Embankment of Thirty Feet.

NEW YORK, July 16.—This morning an accident occurred to the express train on the New York and Erie Railroad at Shin Hollow, seventy-five miles from this city. The two hind cars of the train were thrown from the track by the breaking of a rail, and with their contents were precipitated down an embankment of thirty feet.

As far as known, the following is a list of the killed:

Mr. and Mrs. Brown and son, of Tioga Valley.
Lewis Lary, wife and child, of New Orleans.
Mrs. Adam Ray; William Childes, a boy; H. Wood

Forty-seven are wounded, some fatally.

[SECOND DESPATCH.]

Among the wounded are the following:—Wm. Raiss, John Haily, D. W. Seely, New York; N. H. Banard, C. F. Budell, of Newark; C. B. Bartlett, of Cleveland, (thigh broken); Adam Ray, of New York; Wm. Horton, of ——, (badly); J. W. Beals, of Boston; J. T. Howell, of Meadville; W. R. Childer, of New York; P. B. Swartz, of Canada; A Hogart, do; Miss Baker, do; J. S. Hill, do; G Silver, do; M Conoklin, of Illinois; J. Brush, New York; H. Smith, New Yorl; O. L. Bage, New York; Mrs R. W. Crosby, New York; J. B. White, New York; Miss Wenman, New York; F. Bradford, New York; Mrs. Bauman and children, New York; J. Arnet, New York; C. O. Murray; E. W Gill, Ohio; Rev. E. Palmer and Mr. Wallace, Boston; S. Burham, Iowa.

FURTHER PARTICULARS—ONLY FIVE PERSONS KILLED.

NEW YORK, July 16.—It appears that only five persons were killed by the accident

Lewis Lay and wife, of New Orleans, reported to have been killed, are only slightly injured.

Mr. and Mrs Brown, of Tioga Valley, also reported killed in the first despatch, are living, but are badly hurt. Each of these couple had a child killed.

John W. Beals, of Boston, who was only slightly injured, returned to Boston yesterday.

Nearly all the passengers, who were able, proceeded on the passage westward this morning.

FROM THE UTAH EXPEDITION.

Movements of Troops—Troubles with Indians.

ST LOUIS, July 16.—Letters have been received from Fort Kearney, dated June 30th. They report that Gen. Harney's headquarters have been located there for six days, in anticipation of the arrival of new instructions from the War Department.

A teamster had been tried and acquitted on the charge of inciting his companions to rob Captain Hancock of $50.000, under his charge for meeting incidental expenses.

Colonels May and Morrison had passed Fort Kearney. The latter gave Gen. Harney his salute as Brigadier General.

A postscript to a letter says that an express had arrived, but "as it contains no advices from Washington, we shall remount the march to-morrow."

The Independence mail had arrived with dates to the 15th ult. The news was unimportant

A difficulty had occurred, growing out of the persistence of the Indians in driving their cattle and horses upon the pay grounds known as the Ewell Camp, near Fort Defiance. Major Brooks had been obliged to send a company of soldiers to drive the herds off and protect the grounds from trespass. Several cattle and ponies were killed by the soldiers, and a skirmish occurred between the troops and the Indians, but