

From California.

Arrival of the Empire City—Four Weeks Later.

The steamship Empire City, Capt. Wilson, arrived at New York yesterday morning about one o'clock, from Chagres, bringing a month's later and highly interesting intelligence from California, reaching to the 1st January. We are compelled to condense the news as much as possible.

The Empire City left Chagres on the 26th ult., and brought \$1,133,047 in gold dust on consignment, besides a million in the trunks of passengers. Her passengers numbered 275.

The first legislature of California met at San Jose on the 15th December, but there being no quorum, adjourned until the 17th. The ceremony of inaugurating the governor, Peter H. Burnett, and the lieutenant governor, John McDougal, took place in the assembly chamber on the 20th.

The election of U. S. Senators took place on the 25th, when Col. J. C. Fremont and Wm. M. Gwin were chosen, the first on the first ballot and the last on the third. Col. Fremont, Mr. Gwin, and Messrs. Bright and Gilbert, the representatives elect from the State of California in Congress, arrived at Panama in the steamship Oregon, from San Francisco, and the two last were among the passengers in the Empire City to New York.

Col. Fremont was delayed at Panama by the illness of his lady. Dr. Gwin took passage for New Orleans on the Falcon.

There were seven candidates before the legislature for U. S. Senators, & the vote on the first ballot stood as follows:

J. C. Fremont, 29 T. J. Henly, 5
Wm. M. Gwin, 22 J. W. Geary, 5
H. W. Halleck, 14 Robt. Semple, 3
T. Butler King, 10

The official vote for the constitution of the State as returned by the Board of canvassers, was 12,061 for the constitution, and 811 against it. The whole number of votes cast was only 15,000, the election having taken place in the rainy season. The vote for governor was as follows:

P. H. Burnett, 6,783 W M Stewart 619
W S Sherman, 3,220 J. W. Geary, 1,358
J. A. Suter, 2,301 Scattering, 32

The following is the vote for members of Congress:

G W Wright 5,451 E J O Kewan 1,826
F Gilbert 5,300 P. Halsted 1,281
R M Price 4,040 W E Shanon 1,327
Lewis Dent 2,120 L W Hasting 215
W M Shepard 1,773 Scattering 750
P A Morse 2,066

The steam-propeller Chesapeake arrived at Panama on the 18th of January, and was expected to leave in a few days for San Francisco. There were several vessels in Panama, on the 20th ult., awaiting passengers for California.

Lying off the port of Chagres, on the afternoon of the 20th of January, were no less than five magnificent ocean steamers—the Alabama, Falcon, Cherokee, Severn, R. N., and Empire City. The Alabama sailed for New Orleans on the 26th, with about 200 passengers; and the Falcon, Cherokee and Severn arrived during the day.

In the vaults of the British company at Chagres, there was about \$80,000, and \$1,000,000 in specie was soon expected to arrive from Panama, for the Severn, taken from the mines of Copiapo.

The steamship Oregon, Capt. Pearson, arrived at Panama on the evening of January 20th, with 208 passengers—80 in the cabin and 208 in the steerage—having left San Francisco on the morning of New Year's day.

The Oregon brought \$1,120,227 in gold dust on freight, and the value of her passengers must have contained in their pockets another million of dollars. Several of the passengers are known to have had in their possession \$100,000 apiece; and sums of two, five, ten, twenty, and fifty thousand dollars, lined the trunks of others.

The message of Governor Burnett was delivered on the 21st December. As a literary production it will not attract very general attention for its elegance, clearness or comprehensiveness. The governor seems to be in doubt as to whether the legislature should proceed at once to frame important laws for the governance of the State or wait the action of Congress upon the constitution.

The governor estimates the current expenses of the State for the first year at \$500,000. To meet this large sum, he recommends the immediate imposition of a poll tax and a tax upon real and personal property, "in proportion to its value."

The governor also recommends the exclusion, in toto, of free negroes. He thinks that if allowed to immigrate they will form contracts in the Southern States for one or more years with their masters, and thus be, to all intents and purposes, slaves.

On the morning of the 24th of December a fire broke out in Dennison's Exchange, San Francisco, and in two hours nearly a million & a half of dollars worth of property was destroyed. The Parker House was among the buildings burned—the loss by that alone being \$200,000. All the buildings, except the Delmonico hotel, on Portsmouth square, and all on Washington street, commencing at the "Eldorado" and running to Montgomery street, were burned.

At Stockton on Sunday night, 23, destroyed a number of buildings, property valued at \$150,000.

Prospects for gold hunters for the winter are very flattering.

The police believed to have been armed amidst the confusion of the place.

has been considered to possess twenty-two in the neighborhood.

On Monday, Mrs. Brennan was found to be all more and covered with bruises from blows of many portions of the body and of the face almost to pumice. She lingered some days of great bodily suffering, then she

day. The country is overrun with printers.

Money was worth from 7 to 10 percent a month. Lumber was lower; cargo prices from \$200 to 275 per M; Bricks in demand at good prices. Lime, \$16 a barrel. Flour retailed at \$30 a barrel. Mess Pork at \$35 to \$40. Butter per pound, \$1 50. Cheese, \$1.

Coarse short boots were worth \$16 to \$32 per pair at retail; while long boots, suitable for San Francisco street navigation, brought from \$50 to \$96 per pair. Seamen's wages for the rivers and bays, were \$100 a month; foreign voyages, \$80 to \$100.

A company has already been formed in San Francisco, and \$500,000 subscribed, for the purpose of establishing a new line of ocean steamers, to run between San Francisco and Panama.

The project of establishing a steam communication with the Sandwich Islands and China, which has been long mooted, is now seriously discussed by the merchants of San Francisco.

A murder was committed in a gambling house called the Bella Union, on the morning of the 15th of December, by Reuben C. Withers, of New York City. Arthur C. W. Reynolds was the victim. Withers came into the Bella Union about 4 o'clock in the morning, and taking out a revolver, ordered several persons who were sleeping on the billiard and monte tables, to quit the house. He fired one or two shots, but no person was injured. Reynolds refused to leave the room, and while standing at the bar, with his back to Withers, was stabbed by him in the neck, and died instantly. Three thousand dollars reward had been offered for the apprehension of Withers, but it was supposed he had escaped to the Sandwich Islands.

The body of a sailor, named Thomas Brown, was discovered near the road leading from San Francisco to the Mission, stabbed in 24 places. Mr. J. G. Mariner died on the 24th Dec. from the effects of an over dose of laudanum. Mr. Edward Hitchins, aged 25, of Charlestown, Mass., was drowned Dec. 25, in attempting to save some companions who were capsized in a sail boat, while shooting ducks in the harbor.

It was reported at Stockton that three Americans had been killed in the mines by some Chilians. Considerable excitement prevailed there in consequence, and trouble was feared.

The Oregon reached Acapulco, the great coal depot of the Pacific Mail company steamers on the west coast of Mexico, on Saturday evening, Jan. 12, and remained there until the following evening. During the afternoon of Sunday, by invitation of the gallant Captain, a number of the fair—no, not fair—but lovely senoritas of the town, escorted by the alcalde and the military governor, visited the ship and partook of a collation. Upon their return, a difficulty occurred on the shore between Capt. Pearson and one of his passengers, which caused a great excitement, and threatened to produce serious consequences. It seems that the passenger, who had been an old whaling Captain, used insulting and abusive language towards Captain Pearson, and at last struck him. A scuffle ensued, and in the melee, the Mexican guard of twelve soldiers, armed with their muskets and bayonets, were ordered to disperse the mob collected by the row. In doing this, Captain Pearson received a severe blow from a bayonet over the left eye. Mr. Wm. L. Hobson, of the firm of Cross, Hobson & Co., San Francisco, received a thrust from a bayonet, which grazed his side and pierced his jacket. Several gentlemen were knocked down by the soldiers, and one was cruelly beaten on the head with a musket, until the blood covered his cheek and coat. The Americans were unarmed, having left their arms on board. Had this not been the case, a general massacre must have ensued. As it was, preparations were made to return for pistols, an attempt the conquest of the town. The guard, however, was at length withdrawn, and order reigned again in Acapulco. In this affair, no blame can be attached to Capt. Pearson, who merely defended himself. The justification of the Mexican Captain in command of the guard, for the interference, was, that it was done for the purpose of rescuing the Captain of the steamer from violence. The guard, unfortunately, mistook him in the fracas of the assault.

A heart rendering occurrence took place here in the early part of this year, which resulted in the death of Margaret Brennan, wife of John Brennan, or "Brennan" as he is familiarly called, of the way of designation from others, of the same name. A noise and outcry proceeding from Brennan's house were attracted by neighbors frequently during the noon of Sunday last and continued through the evening and early part of the night. But as this had been common for years, Brennan having long been addicted to intemperance and cruelty of this kind, they attracted less attention than it would have done but for that cause. So alarmed was however excited from a long continuance of the disturbance and particularly by the means which in the morning Mrs. Brennan was observed to po thrust out of doors with a person child, both in a deplorable and wretched condition. Some of the neighbors went to the house, but were driven on Tuesday the darkness by Brennan, who believed to have been armed amidst the confusion of the place. The place has been considered to possess twenty-two in the neighborhood.

On Monday, Mrs. Brennan was found to be all more and covered with bruises from blows of many portions of the body and of the face almost to pumice. She lingered some days of great bodily suffering, then she

mental insensibility, until 4 o'clock on Tuesday morning, when she expired. She left six children—two of whom were much injured, one of them has a hole on the top of the head—made as she says by her father with the fire poker. Brennan was arrested on Monday for "Assault and Battery" (Mrs. Brennan being then living) and after an examination before Justice Root, was committed to jail. On Tuesday an inquest was held over her body, Justice Joslin as Coroner, which rendered a verdict of murder at the hands of John Brennan, her husband. The unhappy circumstances of Mrs. Brennan in being connected with a husband so brutal, has excited much sympathy for years, and Brennan has been two or three times previously arrested and confined in jail. Her connections are highly respectable and her untimely and awful death much deplored not only by them but by an excited and indignant community.—*Carbon-dale Democrat.*

FROM EUROPE.

LATEST TELEGRAPHIC DESPATCHES.

From the Phila. Daily News.

ARRIVAL OF THE EUROPA.

TWO WEEKS LATER.

The steamship Europa, Capt. Lott, arrived at Halifax about 7 o'clock on Friday evening. She sailed from Liverpool on Saturday the 26th ult., and our advices from Europe are, therefore, two weeks later than those previously received.

The following are the leading items of her intelligence.

LOSS OF THE PACKET SHIP HOTTINGUER.

The splendid New York packet ship Hottinguer, Capt. Bursley, has fallen a prey to the fury of the elements, and from the tenor of the last accounts respecting her, a melancholy loss of life attends the disaster.

The Hottinguer sailed from Liverpool for New York on the 1st January. She had 290 cabin and steerage passengers, together with the captain, and crew of thirty men and boys, and had a very full freight of various descriptions of goods.

The H. had only passed as far as Blackwater Bank, which is off the coast of Wexford, when she struck on one of those dangerous ledges of rock which lie concealed in that quarter. This occurred on the morning of the 12th January. On the occurrence of this mishap, a part of the crew and all of the passengers were sent ashore.

Capt. Bursley and 13 of his men remained on board of the H., determined not to leave the ship while there was the remotest chance of saving her. On the following morning, the 13th, the ship floated off Black Water Bank, and bore away before the wind; and struck Arklow Bank, where she afterwards went to pieces; and sad to relate, Captain Bursley and twelve of the noble band who determined to be the last of the ship, met a watery grave. At the time the passengers left the ship, her situation seemed to be utterly hopeless.

The hold was full of water, and the sea making clear breaches over her. It was with extreme difficulty and peril that the passengers and seamen were passed to the boats, the sea breaking with dreadful violence on the bank. The passengers were unable to take anything out of the ship except the clothes they had on at the time. The boats happily succeeded in reaching the shore, although with extreme difficulty, from the height of the seas, and the great distance of seven miles or more from the bank to the land.

Capt. Bursley's son, who was on board the Hottinguer up to the time she struck on Blackwater Bank, is a passenger on board the Europa.

The Guy Mannering, for New York, got aground on the outer edge of the Prince's Dock, on Monday.

The Sardinian chamber of deputies has approved the treaty of peace concluded at Milan between the Piedmontese and the Austrians. It is expected the senate will also approve it.

It is said the want of money prevents the Pope from returning to his capital, and that France has offered funds to his holiness. The Archbishop of Bourges is said to be the bearer of this offer, made in the name of the French Episcopacy.

A wonderful river in Canada hitherto almost unknown.

The following description of an extraordinary river called the Saguenay, is taken from a pamphlet published by Mr. Burr, explanatory of his beautiful panorama of the St. Lawrence, a work of art far exceeding that of any other ever exhibited in America. By reference to the old geographies we find no mention made of the Saguenay river, yet its importance may be arrived at by the fact, that tourists have given it as an opinion, that the volume of water at its confluence with the St. Lawrence, is equal to that of the Mississippi.

This river enters the St. Lawrence 140 miles below Quebec, and although a mile wide it appears narrow when compared with the mighty St. Lawrence, which at this point is considerably more than 25 miles in width. The Saguenay is one of the tributaries of the great river; its volume of water is immense, and the depth and force of its current is so sensibly felt at its confluence with the St. Lawrence, that for a distance of several miles, vessels are obliged to yield to its influence. It is decidedly the largest river east of the Alleghany Mountains, the St. Lawrence excepted. From the inky blackness of its waters, and the strange, wild, and romantic character of the scenery along its banks, it may be considered unquestionably the most remarkable river on this continent.

Whilst we are approaching the lofty portals of this mysterious stream, a brief description of the region from whence it derives its source, will better enable the reader to form a proper estimate of this great wonder of nature. In an immense valley, forming part of the territory belonging to the Hudson's Bay Company, and about 42 leagues north from the St. Lawrence, is the beautiful Lake of St. John. Its form is nearly circular; its diameter, about 30 miles; and it serves as a great reservoir, into which twelve rivers and many smaller streams discharge their waters. The Saguenay is the only outlet by which this vast collection of water finds its way to the St. Lawrence. Its scenery is of the wildest and most startling description through its whole length, which is about 130 miles from Lake St. John to Tadoussac Bay. The first half of its course lies through a wilderness of hills covered with pine, the fir, and the spruce, and formidable rapids render the navigation hazardous except to experienced canoeemen. But below Chicoutimi, which is 68 miles from its mouth, it is navigable for the largest vessels. From Ha! Ha! Bay, downwards, the passage of its waters is through solid mountains of granite, which seem to have been split assunder by the upheavings of an earthquake, thus forming an immense canal with banks of perpendicular rocks, towering up to 1500 to 2000 feet above the water, which is about 150 fathoms deep nearly the whole distance. Its depth at different points has never been ascertained; it has been plumbed with a line of 330 fathoms, 1650 feet, and that too immediately at the base of the cliff, and no bottom could be found. The power of language is inadequate to describe this great specimen of nature's handiwork, nor is it possible to convey to the reader any conception of it, by adducing any other

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Whilst we are approaching the lofty portals of this mysterious stream, a brief description of the region from whence it derives its source, will better enable the reader to form a proper estimate of this great wonder of nature. In an immense valley, forming part of the territory belonging to the Hudson's Bay Company, and about 42 leagues north from the St. Lawrence, is the beautiful Lake of St. John. Its form is nearly circular; its diameter, about 30 miles; and it serves as a great reservoir, into which twelve rivers and many smaller streams discharge their waters. The Saguenay is the only outlet by which this vast collection of water finds its way to the St. Lawrence. Its scenery is of the wildest and most startling description through its whole length, which is about 130 miles from Lake St. John to Tadoussac Bay. The first half of its course lies through a wilderness of hills covered with pine, the fir, and the spruce, and formidable rapids render the navigation hazardous except to experienced canoeemen. But below Chicoutimi, which is 68 miles from its mouth, it is navigable for the largest vessels. From Ha! Ha! Bay, downwards, the passage of its waters is through solid mountains of granite, which seem to have been split assunder by the upheavings of an earthquake, thus forming an immense canal with banks of perpendicular rocks, towering up to 1500 to 2000 feet above the water, which is about 150 fathoms deep nearly the whole distance. Its depth at different points has never been ascertained; it has been plumbed with a line of 330 fathoms, 1650 feet, and that too immediately at the base of the cliff, and no bottom could be found. The power of language is inadequate to describe this great specimen of nature's handiwork, nor is it possible to convey to the reader any conception of it, by adducing any other

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