Foreign Miscellany.

The King of Denmark is suffering from an attack of erysipelas.

Last week Madame Grisi appeared in Paris as *Leonora*, in the "Trovatore."

The plan for laying an electric cable between Ragusa and Alexandria is likely to be altogether relinquished.

Prince Poniatowski's popular opera, "Don Desiderio," is to be given at the Italiens, Paris, before the close of the season.

The Sardinian Government has presented to the Chambers a bill on conspiracies against the life of the heads of foreign Governments.

The *Daily News* says that contracts for a large quantity of rails for the Russian railways have lately been made through an eminent English house.

The opening of the railway from Lyons to Geneva for passengers is postponed to the 16th of March.—Good trains, however, will commence running on the 1st.

The mortal remains of Lablache were deposited in the earth on the 20th. Mozart's "Requiem" was executed at the Madeleine by some of the best artists in Paris on this occasion.

The husband of the daughter of England being obliged, as all the Prussian princes have been, to work at a mechanical trade, has been long a capital hand at case, selecting to be a compositor.

We read in the *Monitore Toscano* of the 15th that two young students have been arrested at Rome for carrying on a political correspondence with some inhabitants of the province of Ascoli.

A letter from Rome, of the 12th, says:—"Another prince of the Church, Cardinal Louis Gazzoli, died yesterday, after a very short illness. The deceased was at the head of the Order of Deacons.

As the passengers by the Indus (which arrived at Southampton on Saturday) were crossing the desert there was a heavy fall of snow. Such an occurrence is not within the recollection of the oldest residents in Egypt.

The French Academy of Moral and Political Sciences at its sitting of the 20th, elected Mr. George Grote, of London, as corresponding member for the section of General and Philosophical History, in the room of Lord Macaulay, elected foreign member.

The Chilian Government steamer Maria Isabel, recently purchased in England for $200,000, has been lost in Misericordia Bay, in the Straits of Magellan. Her crew, consisting of 117 persons, were saved by the Sardinian bark San Giorgio, and have arrived at Valparaiso.

"Mdlle. Magnan, fourth daughter of the marshal," says the *Nord*, "is about to be married to M. Haentjens, who possesses a fortune of three or four million francs, and who is a son of the former chief of the eminent mercantile firm of Haentjens freres, of Nantes. The Emperor gives the bride a portion of 200,000f.

A Paris letter in the *Courrier du Havre* states that several foreign police agents from Switzerland, Belgium, England and Piedmont, are shortly to have a conference in Paris, to come to an understanding with the French police on a system of precaution and surveillance of a nature to counteract attempts on the part of the revolutionists.

The Emperor of Russia having ordered an investigation to be made into the situation of the schoolmasters throughout the other parts of the empire, and having ascertained that they were very badly off, has just ordered that their salaries shall be increased, and that other measures for improving their condition shall be adopted.

A case of premature interment has recently been discovered at Reichenberg, in Bohemia. On the 3d the widow of a merchant, who died about ten years ago, expired. On opening the tomb of her husband to place her coffin beside him, that of the former was found turned on its side, and the body lying face downwards. No doubt therefore exists that he was buried alive.

The Queen bore the expense of the Princess Royal's *trousseau*, and, in fact, of the whole wedding, entirely out of her private purse; and the £40,000 voted by Parliament, was presented by her Majesty to the young couple, intact, settled in the way described by the marriage contract.

The Baptist denomination propose to establish, in the name of General Havelock, and in connexion with their college in Regent's park, two scholarships for Indian science. A bust or portrait of the general will adorn the college hall or examination room.

The season still continues to be so fine in the north of Scotland that sowing has commenced of the more early cereals on Deeside. There has been only one snow storm in Scotland this winter, and that lasted but a few days.

A proposal for another Universal Exhibition in London, in 1861, is now before the Society of Arts, and is favorably received.

Mr. Bates, who was convicted along with Paul, Strahan & Co., has been set at liberty. The evidence, it may be remembered, very slightly touched him.

The King of Sweden has presented a gold medal of merit to Mr. Henry Bradbury, in acknowledgment of his successful application of the art of nature printing.

Sir Joseph Paxton, M. P., is so much indisposed that, acting under the advice of his physician, he has obtained leave of absence from the House of Commons till after Easter next.

In Belfast, (Ireland,) lately, the following occurrence is said to have taken place:—A couple of live rats were securely tied to nails driven into a table; three other live rats were turned loose on the floor. A bet was made of five shillings that a man would with his teeth kill the two rats on the table in less time than a dog would kill the three rats on the floor. The dog was the winner. One of the table rats bit his assailant rather severely on the lower part of the jaw.

The *Belfast Banner* states that the ensuing season is expected to be less favorable for emigration than any for several years past, owing to the unpromising condition of commerce and manufactures in the United States. Within the last six months more persons have returned to Belfast from New York than sailed hence direct for that port during 1857. There are but two vessels on berth here at present for America—one for New York and the other for Quebec. A few years since there would have been a score at the corresponding date.

A letter from Beyrout says: "There are fewer travellers in Syria, Palestine, and Egypt this season than we have seen here for the last ten years. It is wonderful that more sick people do not try this climate for the winter. Anything more delightful than the weather here on a fine winter's day—the rule, not the exception—it would be difficult to conceive. The sun is warm, yet the air bracing, and the snow on the heights of Lebanon presents one of the most magnificent spectacles it is possible to conceive. Then, as the hot season approaches, in May or June, a residence can be procured on the mountain, and any climate almost can be obtained, according as you go higher up on Lebanon."

Between the 1st of January and the 31st December, 1857, there occurred on all the railways of the United Kingdom, 45 accidents, 41 to passenger and 4 to goods trains; 15 persons were killed, and 349 injured by these accidents, including 11 passengers killed and 331 injured, and 4 servants of companies killed and 18 injured. Of the accidents to passenger trains, 23 arose from collisions, 1 from trains running into sidings or off their proper line, 8 from trains getting off the rails, 4 from breakage of axles, wheels, &c., 1 from breakage of couplings, 1 from bursting of boilers, 1 from a train running into station too fast, and 2 from carriages catching fire. As regards goods trains, 2 accidents arose from collisions and 2 from getting off rails, 8 servants of companies were killed, and 18 injured from causes beyond their control, while 41 were killed and 17 injured from want of caution or gross misconduct.

Some prisoners have just effected their escape cleverly from the gaol at Vesoul, in France. When the turnkey went to lock the prisoners up for the night, seven of them, who were together, rushed past him, and, finding the door of the courtyard open, passed through and bolted it on him. The man called out for help, but he was not heard. Proceeding straight to the vestibule, they knocked at a door which was always kept locked, and the turnkey on duty, thinking it was his comrade, opened it at once. They knocked this man down, and, seizing his keys, opened the outer door and got clear off. A number of gendarmes and of hussars, a regiment of the garrison, were sent in all directions after the men, but they did not succeed in finding any of them.—One of the escaped prisoners was under sentence of hard labor for life, for arson, and he had been kept in irons, but had contrived to free himself from them shortly before the escape. The others were under various sentences for different crimes.

FATAL HOAX.—A Sheffield (England) paper says that a gentleman in that town has received a letter from a friend in Northampton, containing the following:—"A singular circumstance happened at our union last week. For some misconduct the master had put a boy for punishment into the deadhouse. At that time there was a corpse in the 'dead ward,' in a coffin. The boy took the corpse out of the coffin, dressed it in his own clothes, propped it up against the wall, and then himself got into the coffin, lay down and covered himself over. In the course of a short time the master came, looked in at the door and saw, as he thought, a sulky lad standing against the wall. 'Now,' said the master, 'do you want any supper?' There was no answer. The question was repeated with the same result. The boy looked out from the coffin and said, 'If he won't have any, I will.' The master fled under terror, and received such a shock that it is said he has since died from the effects."

THE FRENCH POLICE.—Let any man read the memoirs of the Duke of Rovigo, and he will find the most ample details of the frightful extent to which the system of espionage was carried on in Paris during the first years of the empire. Throughout every class of society, the secret agents of Napoleon were scattered, ready to pick up an item of information, or to spread any political rumor which might serve his purposes. The police of servants alone, according to the Duke of Rovigo, formed an army of itself. As regards the artisan class, the plan he adopted shows the amount of diabolical ingenuity which can be exercised in any pursuit, when the intellect is left free to act without check of conscience. After speaking of the means he took for extending a watchful superintendence over the several classes of artisans inhabiting the suburbs, he goes on to describe the method by which he acquired a knowledge of their secrets: "I had already discovered that the most powerful instrument of my administration was to bring every element of hatred and rivalry into contact, at the same time that it became its duty to prevent the evil effects of those passions. There certainly is danger in proceeding by such a method; and nothing short of the greatest personal probity can afford any self-protection against the abuse of it, or against being deceived by information originating in animosity or some secret vice." Such is the account the Duke of Rovigo gives of the way in which he worked the spy system half a century ago. From all we can learn, the French police authorities of the present day are quite as unscrupulous in the means they employ against the liberty of the subject, under the pretext of regard for the welfare of the State.—*Statesman.*

THE LEVIATHAN.—It is estimated that the total cost of completing her fittings, putting on board stores, etc., and making the Leviathan in all respects ready for sea, will not exceed £120,000, and that the time required will not extend beyond the month of July. It has been proved that eight anchors are not sufficient to hold her at moorings during only a half gale, and she has been supplied with ten, five at the stem and five at the stern. The masts are being made at Millwall; six in all, three square-rigged, and three rigged with fore and aft sails. They will all be composed of plates of wrought iron, an inch thick, and riveted together in the same manner as the sides of the ship, or a steam boiler of the strongest description. They will vary from 130 to 170 feet from the keel to the truck; each will be 3 ft. 4 in. in diameter at the deck, the weight varying from 30 to 40 tons, exclusive of yards or rigging. In case of it becoming necessary to cut away the masts, an apparatus working by means of a powerful screw is made to compress the two sides together in such a manner as to completely crush them in, and let them fall over the side immediately. All the main and topmast yards of the square-rigged masts will also be of iron plates. The main yard will be 130 feet long, and lighter than if made of wood. As there is no dock large enough at the entrance to take in the *Leviathan* when she needs cleaning, she will have to be "gridironed;" that is, run aground on rows of piles along the Mersey's side for the purpose, and the tide, of course, will leave her dry at each low water.

Merchandise.

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35 HHDS. PRIME WESTERN BACON—SIDES.
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mr13-tf 57 Exchange Place.

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mr6-tf

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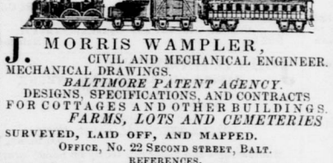

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Leaves Baltimore every night at 10, P. M., connecting with the Lightning Express over the Pennsylvania Railroad for Pittsburg, arriving at 1, P. M.
The 8.15 A. M. and 10, P. M. trains connect closely at Pittsburg with trains over the Pittsburg, Fort Wayne and Chicago Railroad and its Northern, Southern and Western connections.
Passengers for Chicago, Rock Island, Burlington, Iowa City, Milwaukie, Dubuque, St. Paul, Madison, and other leading Cities in the Northwest, will save one hundred miles of travel and ten hours in time, with four less changes of cars, by taking this route.
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All Western Baggage checked through, and handled with care.
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WILLIAMSPORT, NIAGARA FALLS,
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And cities and Towns in WESTERN NEW YORK and CANADA,
Will find this the shortest, cheapest and most expeditious route, and leave by train at 8.15, A. M.
Passengers for Hanover, Gettysburg, Emmetsburg, Wrightsville, Columbia and Lancaster, leave in the morning train at 8.15, A. M.
Passengers leaving Washington at 6, A. M., connect with the 8.15, A. M. train, and those by the trains at 3, 4.20 and 5.20 with the 10, P. M. Train for all parts of the West.
For further correct and reliable information please apply at the Ticket Office of the Northern Central Railway, Calvert Station, corner of Calvert and Franklin streets, Baltimore. C. C. ADREON, Sup't.
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