THE DAILY EXCHANGE is published every morning (Sundays excepted); price Two CENTS; served in the city, at twelve and a half cents per week, payable to the carriers; mailed to subscribers out of the city, at SIX DOLLARS per annum. TERMS—invariably cash in advance. OFFICE OF PUBLICATION—North-East corner of Baltimore and North streets, Baltimore. Letters to be addressed "To THE DAILY EXCHANGE, Baltimore, Maryland."

BALTIMORE.

MONDAY, JULY 19, 1858.

Everybody whose memory runs back a dozen years remembers our North-Western boundary dispute with Great Britain, and how belligerent a spirit we manifested in discussing our territorial claims—how we got up the famous alliterative rallying cry of "Fifty-four-forty, or fight," and how we didn't get the line of fifty-four-forty, nor did we fight for it, but consented to ratify, without much ado, the WEBSTER-ASHBURTON treaty of June, 1846, which established the 49th parallel as the Northern limit of our domain West of the Rocky Mountains. It was one of the many little episodical sort of quarrels which we have had with Great Britain during the past forty years, and which, while they have given a certain spiciness to our relations with that power, have always terminated in an amicable arrangement of the points in controversy. Now, it is very possible that we should never have troubled ourselves any more concerning so rugged and sterile a strip of territory as that embraced within the five degrees of latitude over which we surrendered all claims to jurisdiction by the Convention of 1846, if recent events had not brought it once more prominently into notice. South of the line of 54° 40', so stoutly contended for by President POLK, and between that parallel and the forty-ninth degree of latitude which forms the Northern boundary of Oregon, there has lately been discovered a gold-bearing region, which is reported to be superior in its abundance of the precious metal to the most productive placers of California or Australia. These revelations have produced an extraordinary excitement throughout California and Oregon. It has been computed that no less than 15,000 persons have left California already for Frazer river, and that the entire exodus from that State alone, during the first six months of what is called "the Frazer river fever," will not number less than 40,000 adventurers. Nine first-class steamers and innumerable sailing vessels are now constantly plying between San Francisco and the Northern mines; and everywhere throughout the old mining districts, the excitement was increasing to such an extent that the merchants of San Francisco, Sacramento, and Marysville, were apprehensive of sustaining severe losses from the inability of the small traders in the mountains to collect the debts due to them from the numerous mining companies, and individual miners that were either abandoning their claims or were becoming rapidly deprived of the requisite assistance to work them. Apart from the temptations held out by gold placers of extraordinary richness there is nothing in the Frazer river region to tempt any large body of men to found there a permanent settlement. The whole coast of the Pacific between the mouth of Frazer river and Smith inlet, a distance of 200 miles, consists of an uninterrupted mass of high mountains, the declivities of which extend to the shores of Queen Charlotte Sound, which separates Vancouver's Island from the Continent. These mountains are for the greater part of the year covered with snow; their shores are rocky and precipitous, and are only partially covered with forest trees. They constitute a portion of the same range which extends from Southern California across the British possessions, with here and there a drop or a break, and which, after passing Behring Straits, re-appears in Russian Siberia. Frazer river—itself some 750 miles in length—and its various tributaries flow from their head springs in the Rocky mountains, through long deep low canons, and it is therefore conjectured that the mining region, rich as it is acknowledged to be so far as it has been explored, will be limited to a very narrow strip of country, and that the nature of the climate will render mining operations, at the best, but desultory and uncertain. But the most serious difficulty which it is apprehended that the miners will have to contend with, will be the Indians. The wild tribes of the North West are formidable enemies by reason of their courage, their numbers, and their skill in the use of fire-arms. Unlike the Indians of Southern California, these men, stout, active and perfectly fearless, fair complexioned and of great physical strength and hardihood, are jealous of their rights, and prompt to resent any real or imaginary infraction of them. Already they are growing suspicious of the new comers, with whom, more than once, the proverbial recklessness of the miners has brought them into collision. Should these fierce and intractable mountaineers be provoked into declaring a war of extermination against the whites, the latter could scarcely maintain their ground against an enemy thoroughly acquainted with the country, and in possession of fastnesses to which they could retire from the presence of superior numbers, where no body of men would dare to attack them. To the merchants of California the increase of trade at San Francisco will afford but little compensation for the comparative inactivity of mining operations in the interior, and serious fears are already entertained that the discovery of the new gold region will prove anything but a blessing to the Pacific States.

No one who has given any critical attention to the proceedings of our Criminal Court, or to the details of the evidence taken in criminal cases before Magistrates, can hesitate to believe that, for some years past, the fearful crime of perjury has been steadily upon the increase. Those who are most conversant with the business of our Courts have long known this to be a fact; and most of them can readily point to case after case wherein the mere perusal of the published testimony would satisfy even the casual reader that some witness was forsworn. Juries have, and that within a few weeks past, convicted prisoners, where they were only justified in so doing upon the theory that some of the material evidence offered for the defence was simple perjury. With the moral turpitude involved in this offence, it is not our province to deal. It is the duty, however, of every one to inquire whether so deadly an evil is really extending the limits of its influence, and, if so, to aid by effort or suggestion in checking its advance. The effect of a practice so iniquitous, scarcely needs comment, in any case, and least of all when it touches upon those graver matters over which truth and justice most especially claim to preside. If convictions have frequently attended the issues of cases, despite the power of falsehood; yet, through its efficacy alone, acquittals have more often brought security to guilt. Some lawyers, of loose and easy consciences, too habitually advise and assist in the preparation of that useful affidavit by which the evil hour of trial is postponed for his hapless client, and in which unfounded apprehensions are by dint of hard swearing, made to answer the purpose of a true belief. Many an unscrupulous juror has, we believe, taken advantage of a statement boldly made, but credited by no one, on which to hang a doubt and set a prisoner free. We need cite no instances, as numberless readers can easily remember how they have been sometimes startled, in common with a unanimous community, at a verdict which it was impossible to reconcile with indisputable facts. We would not, of course, be understood, as holding the officers to whom are entrusted the execution of the laws, altogether responsible for the existence of the crime in question. We admit the difficulties of the case. We know full well that they may be morally satisfied that perjury has been committed, and feel justified in laying upon some one man the burthen of its sin, yet they may be wholly unable to present such proof as would probably insure the punishment of the offender. It is not an easy thing we confess, to establish the fact that the suspected party has uttered what was false, with a wilful and deliberate intention so to do. Still, there have been many glaring cases which have been passed over too lightly. There has frequently been a less sifting investigation of evidence offered by a disreputable companion or accomplice of the accused than was evidently demanded by its improbability, or by the circumstances which called it forth. There have been some opportunities, not sufficiently improved, when, with the utmost propriety, men might have been transferred from the witness box to the dock for cross-examination. It may be hard to convict in such cases, but it certainly is not impossible. Scarcely any one but the officers of our Courts can adequate remedy to this growing evil; not only because it falls within the line of their peculiar duty, but because they alone have the opportunity of fully detecting the minute details by which its steps are surrounded and by which it is usually tracked and exposed. That the whole matter needs careful consideration and ought to be subjected to searching inquiry, is an opinion in which we think most citizens will coincide.

A telegram from New Orleans, dated yesterday, conveys the melancholy intelligence that Gen. JOHN A. QUITMAN died at his residence near Natchez, Mississippi, yesterday morning. Gen. Q. was born in the State of New York, but when quite a youth emigrated to Mississippi, which State he has served in many important positions, at the present time being a Representative in Congress. When the war with Mexico broke out he volunteered to fight the battles of his country, and served with distinguished ability until peace was declared. His death will be universally regretted throughout the country.

The report brought to Boston from the telegraphic fleet by the ship Alice Munroe is considered as discouraging in regard to the great experiment of laying the Atlantic telegraph cable. The frequent fractures of the cable during the present trial, as well as during the former attempt, lead us to fear that the proper mode of accomplishing this great undertaking has not yet been ascertained; yet we still indulge the hope that the present effort may prove successful.

ARRIVAL OF THE CANADA AT HALIFAX.

Details of European News to 3d inst.

THE JEWISH QUESTION IN PARLIAMENT.

TROUBLE BETWEEN PRUSSIA AND AUSTRIA.

THE NEW SPANISH MINISTRY.

MEETING OF ILLINOIS CENTRAL RAILROAD SHAREHOLDERS.

HALIFAX, July 16, 1858.—The royal mail steamship Canada, Capt. Lang, left Liverpool at noon of the 3d inst., and arrived at Halifax at 9.30 A. M. of Friday, the 16th, having been detained 55 hours by fog off Halfax harbor.

The Commercial advices by the Canada and the main points of her news were published on Tuesday morning, via Cape Race.

The demand for money in the London market on Friday was very active, and full rates were obtained.

The Canada experienced strong westerly winds during the entire passage.

She reports having seen nothing of the telegraph fleet.

The screw steamship Indian, from Quebec, arrived at Liverpool at 11 o'clock on the night of the 30th June, and the Kangaroo, from New York, at Liverpool at 1.30 P. M., and North Star, from New York, at Southampton at an early hour on the morning of July 1.

The Canada sailed at 11 A. M. for Boston, where she will be due to-morrow evening. Wind light from the southward. Weather clear.

GREAT BRITAIN.

On the 30th ult. the House of Lords was not in session, and the Commons were engaged in debating the Marriage laws.

On the 1st inst., in the House of Lords, the question of the admission of Jews into Parliament was taken up. Lord Derby receded 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 Lynhurst 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 Commons the India bill was further debated, and a variety of amendments were offered, but all voted down.

On the 2d inst., in the Lords, the bill abolishing church rates was taken up. Lord Derby opposed it, and it was rejected by 151 majority.

In the 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. Skeen and Freeman, timber brokers of London, had suspended for £50,000.

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

FRANCE.

The Paris correspondent of the London *Daily News* says, that the affair of Montenegro and the ticklish state of diplomatic relations between France and Turkey and Austria, are considered very serious; that France 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 observable in a less degree at Marseilles.

The *Moniteur* contains a decree which continues the law of June, 1853, forbidding Corsicans to carry arms till June, 1863.

Several districts in France 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 a great sensation at Vienna.

In Paris on the 2d inst. the three per cents closed at 68f. 15c.

SPAIN.

A telegraphic dispatch gives the following as the new appointments in Spain:

Minister of Foreign Affairs and of War, O'Donnell.
Minister of Justice, Nagrette.
Minister of Finances, Salaverra.
Minister of the Interior, Daherra.
Minister of Marine, Noedda.

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

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

ITALY.

The Tribunal of Appeals 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 soldiers.

PRUSSIA.

The King of Prussia had quitted Berlin for Tegernze. It was announced before his departure that he had conferred the entire direction of State affairs, until the 2d of October next, 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 Prussian soldiers, she sent a larger force, thereby, say the Berlin papers, attempting to diminish the influence of Prussia. The newspaper controversy which this difficulty had excited raged fiercely on both sides.

DENMARK.

A Dresden journal declares there is 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 Powouski at the end of August, for inspection by the Czar.

The cholera had made its appearance at St. Petersburg.

A fire had almost entirely destroyed the shipping at Helsinfors.

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 soldier 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 Herzegovina 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 Ragus 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 Candia, under the protection of the French Admiralty.

NEWS FROM THE CAPE OF GOOD HOPE.

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

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

THE LATEST NEWS.

LONDON, July 3.—The London *Times* city article reports that the funds opened yesterday at a further decline of one-eighth, but subsequently slightly recovered.

There was a very active demand 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 £98,000, 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 sharholders of the Illinois Central Railroad was held on the 2d inst., and a committee of ten were appointed, one of whom will probably be dispatched 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 London *Daily News* says that of the one hundred and seventy shares in the company, considerably upwards of £30,000 were represented in the room.

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

AMERICAN SECURITIES.

Bell & Co. report a quiet market and quotations nominal.

United States 6's, 1867-1868	102	@103
Do. bonds, 1868	101	@103
Kentucky 6's, 1858-72	88	@ 90
Maryland 5's	90	@ —
Massachusetts 5's	101	@103
Ohio 6's, 1876	96	@ 97
Pennsylvania 5's	77	@ 78
Do. bonds	82	@ 83
Tennessee 6's	79	@ 81
Alabama 5's	80	@ 82
Virginia 5's, 1888	82	@ 83
Illinois Central 7's 1860, (Freeland)	74	@ 76
Do. 6's, 1875	78	@ 80
Do. shares	24	@ 25
Michigan Central 8's, 1860	82	@ 84
Do. 1869	82	@ 84
Do. shares	55	@ —
New York Central 7's	91	@ 93
Do. 6's	81	@ 83
Do. shares	76	@ 78
Erie 7's, 1st mort	85	@ 87
Do. 3d mort	68	@ 70
Do. shares	15	@ 17
Panama R. 7's, 1st mortgage, 1859	96	@ 98
Do. 1865	88	@ 90
Penn'a Central 6's, 1st mort	86	@ 88

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

ONE DAY LATER FROM EUROPE.

ARRIVAL OF THE AUSTRIA.

The Hamburgh screw steamer Austria, Captain Heyettman, arrived at New York this morning from Hamburgh via Southampton. Captain H. left Hamburgh on the 1st of July, and Southampton on Sunday the 4th. The Austria brings 361 passengers. The steamer experienced heavy westerly gales, with fog, during most of the passage.—Captain Heyettman did not see anything of the telegraphic fleet.

By the Austria we have London papers of Saturday, July 3, the principal contents of which were telegraphed from London previous to the Canada's sailing, as reported elsewhere in to-day's paper.

The defeat, by the majority of 151 in the House of Lords, of the bill for abolishing church rates, has already been mentioned. The principal arguments urged against the bill appear to have been that church rates were a charge on property, and their payment was, therefore, no hardship to dissenters, who purchased property subject to that drawback; and, secondly, that in this compulsory mode of repairing churches the poor had their only security for the permanence of those edifices. Even the peers and bishops who opposed the bill admitted that some change was necessary, and that their opposition was grounded on the fact that the bill provided no substitute for the rate.

The Derby Ministry seem to be carrying their India bill through the House of Commons by a very decided majority in their favor on every proposed amendment.

By the explosion of a boiler at the Atlas Iron Works, Manchester, six or seven persons were killed, their remains being so scattered that the fragments had to be gathered up in sacks for removal.

THE LATE TERRIBLE RAILROAD ACCIDENT.

[*From the New York Herald.*]

The Vice President of the Railroad Company, Mr. S. F. Headley, repaired to the scene at eleven o'clock yesterday morning, having directions to make every provision for the comfort of the sufferers at the expense of the company. He arrived at the scene of the disaster at about four o'clock, when he found some thirty men engaged in clearing the track and removing the *debris*.

The train consisted of an engine and tender, two baggage cars and five passenger cars, all filled.—Where the disaster occurred is a long straight track on filled ground, with a slight incline. The locomotive and three passenger cars passed over safe, and it is supposed that the three cars struck the rail and broke about two feet in length off. The wheel of the fourth car went off and sank in the ground, dragging the last car off the line entirely. The cars dragged along about twenty-five rods gradually, when the coupling broke and they were precipitated in a slanting direction down the embankment. The rear car only rolled over once, and the truck fell directly through, crushing it into atoms. There were about forty passengers in each car, who were scattered amongst the ruins. The fourth car rolled over once and lodged upon piles of stones, crushing in the sides and tearing some of the seats away.

After the accident, a number of men were collected to clear the ruins away, and it was found that the rear car had suffered most. The injured were removed to the embankment, and as quickly as possible were taken to Port Jervis, where they arrived at eleven, twelve and one o'clock. Some thirty-six of the injured people were taken to Foster's Fowler House; the remainder, some ten or twelve to the Delaware House. Five persons were taken out dead, and another poor creature died whilst he was being removed.

Mrs. Lay, of Waterbury, Conn., was much injured. She was under the roof of the car, and was exposed to persons constantly walking over her whilst they were getting out the injured from the wreck.

The following is the list of killed and wounded:—

KILLED.

1. Harvey Wood, of Willsborough, Tioga County Pa.; supposed to be him from papers found upon his person.
2. Mrs. Ray, colored, wife of a colored barber at Binghamton, N. Y. At the time of the accident she had her infant in her arms, but strange to say the child escaped uninjured.
3. George W. Y. Robertson, plumber, residing at 83 Tenth avenue, and doing business at 147 Elm street; his remains were brought on to the city yesterday by a Mr. James Lards.
4. Child of Mrs. Brown, of Waterbury, Conn., killed, it is supposed, by being struck by a piece of the car in the head.
5. Child of a Mrs. Turner, residing at the corner of Ninth avenue and Twenty-seventh street. The body was also brought on to the city yesterday.
6. Isaac Shultz, of Buffalo, a German, supposed to be, from papers found in his coat.

All of the above were picked up dead, with the exception of Mrs. Brown's child, who died shortly after being found.

THE SEVERELY INJURED.

1. C. F. Bedell, of New York, badly bruised. Mr. Brown, Waterbury, Conn., ankle badly injured.
2. Mrs. Brown received severe injuries about the body.
3. Mr. Lewis Lay, of New Orleans, injured seriously in breast, ribs and back; suffers severely. May recover.
4. Mrs. Lay was thrown under the roof of the car and badly injured. She was about the last person taken out. She had recovered, however, sufficiently yesterday to watch over her husband. Their son, about four years old, escaped uninjured.
5. Mr. Charles Barrick, Cleveland, Ohio, thigh broken. Was injured about the head and body.
6. Mrs. W. M. Morton, lawyer, 62 William street, N. Y.; cut about the eye; arm and leg bruised.
7. Adam Ray, of Binghamton, N. Y., (colored barber); shoulder dislocated; arms and legs bruised. His wife was killed.
8. John Weyland, Dublin, Ireland; injured in the chest and bruised in the face. Was up, however, yesterday. He was on his way to Toronto, Canada.
9. John Hoguet, New York city; injured about the head.
10. Emmil Haas, New York city; arm, shoulder and head bruised, not seriously.
11. S. S. Hill, Portland, N. Y.; bruised.
12. A. S. Boggs, Portland, N. Y.; bruised.
13. Mrs. R. D. Crosby, Steuben county; injured in the back. She was able to sit up yesterday, but very weak. Her son was also injured.
14. Mrs. Clifford A. Bacon, Buffalo, N. Y.; bruised about the head, face and body, not seriously.
15. Mrs. R. P. Turner, No. 299 Ninth avenue. She was on her way West with three children, going to Ohio to visit her parents; one of her children was killed. She was not much injured, but greatly distressed at the loss of her child.

THE SLIGHTLY INJURED.

1. Peter Weaver, Susquehanna, Pa.
2. Samuel Camp, Illinois; bruised about the head. Left for home.
3. J. Laces, New York; returned home.
4. B. Janes, Illinois; returned home.
5. S. Dunham, Iowa.
6. E. Dunhan, Owego, N. Y. He was taken home by Mr. S. Dunham.
7. J. N. Macfarlane, Ohio; left for home.
8. George Silver, Woodstock, Canada West; returned home.
9. L. J. Howell, New York; returned home.
10. J. N. Morrison, Ill.; returned home.
11. Irah Bash, Plattsburg, New York; returned home.
12. H. E. Smith, Plattsburg; returned home.
13. W. Rose, N. Y.; returned home.
14. —— McKee, Steuben county, N. Y.; returned home.
15. Mr. Sickle (blind), Binghamton, N. Y., considerably injured; was taken home.

At the Delaware House are the following:

John E. White, 127 Bleecker street, New York, was quite low last evening; is very seriously injured internally.

Bridgett Gray, Brooklyn, slightly injured.

Mrs. F. Leveans, Brooklyn, N. Y.; was much bruised about the body and suffers considerably.—She had four children with her, all of whom escaped.

Professor Peet, of the Deaf and Dumb Institute, New York, slightly bruised about the face. Mrs. Peet was cut about the face, and the cords of her back are badly strained; is very low. Child bruised about the head.

Philo Padorck, Chataque county (a mute); badly burned about the face.

Miss Easton, Chataque county (mute); slightly injured.

Nathaniel K. Thorns (mute) was severely injured about the head, and was very bad last night.

William Farnham (mute), Port Jervis; injured about the head.

G. W. Gill, Fairfield county, Ohio; badly bruised, but was improving yesterday.

The following gentlemen are attending the sufferers, and doing all that professional skill, care and perseverance can accomplish:—Dr. Hardenburgh, Dr. Van Etten, Dr. Robertson, Dr. Lawrence, Dr. Stevens, Dr. Brooks, of Binghamton; Dr. Eply, Cocheton; Dr. Bonneville, Milford Pa.

The ladies of the vicinity and citizens generally are aiding the medical gentlemen as much as possible.

On Mr. Headley's arrival, he visited all the sufferers, and informed them that they should have all the attention possible at the expense of the company.

THE INQUEST.

The Coroner, L. L. Harding, convened a jury about noon. The first testimony taken was the identification of the bodies. The jury then viewed the ground where the disaster occurred, and then evidence was taken as to the breaking of the rail.—The evidence of the conductor, Thompson, showed that there were about eighty passengers in the two cars. They then adjourned to last evening.

The conductor is spoken of as one of the best conductors on the line, not having a single accident during his time—twelve years. He was in the forward car when the accident occurred.

The Erie eleven o'clock train arrived last night, having but few passengers, none of whom were from the scene of the disaster. They all state that everything concerning the accident was kept strictly quiet by the railway company, but that they had been informed at Port Jervis that the sufferers were doing as well as could be expected—some suffering intense agony.

MOVEMENTS OF THE HOME SQUADRON.

[*Correspondence of the New York Herald.*]

KEY WEST, July 10, 1858.

Since my last, under date of the 25th and 26th, ult., I have to report the arrival of the United States brig Dolphin, Lieut. Com. J. N. Maffit, from a cruise, last from Havana. The Dolphin sailed from Boston on the 7th, and arrived at Havana on the 27th ult., having experienced a succession of light winds during the entire passage. She reports in the harbor of Havana the United States steamship Fulton, Lieut. Com. J. J. Almy; the United States steamship Arctic, Lieut. Com. J. Hartstene, and the ordnance ship Plymouth. As she was leaving the harbor of Havana H. B. M.'s steamer Styx and another British war vessel were entering. The following is a list of her officers: Lieut. Com. J. N. Maffit; Lieutenants, J. M. Bradford, E. P. Williams, O. C. Carpenter; Acting Master, A. F. Crossman; Passed Assistant Surgeon, J. M. Brome, Captain's Clerk, Mr. Read.

The United States steam frigate Colorado, bearing the broad pennant of Commodore James M. McIntosh, of the Home Squadron, arrived here on Wednesday last, the 30th ult. from St. Domingo via Havana. The Colorado has met with an accident to her machinery, in consequence of which she may be detained here longer than was anticipated. The day after her arrival, upon the requisition of Commodore McIntosh, the United States Light House schooner Florida was sent to Havana with dispatches to the Secretary of the Navy, explaining the nature and extent of the accident.

The United States storeship Relief, Lieut. Commanding James H. Strong, sixteen days from Aspinwall, with provisions for the squadron, came into our port on the 2d inst. List of officers on board: Lieut. Commanding, James H. Strong; Lieuts. W. W. Low, J. H. March, J. S. Thornton; Passed Assistant Surgeon, B. Rush Mitchell; all well.

The United States frigate Macedonian, Capt. Uriah P. Levy, from Boston, last from Havana, arrived in our waters on the morning of the 3d inst. The M. left Boston two days previous to the Dolphin; she touched at Havana the day before her arrival at this port; all well.

The United States steam frigate Wabash, Com. Lavalette, has taken on board 400 tons of coal and dropped down off Whitehead's Spit, where she waits for orders.

HAVANA CORRESPONDENCE.

HAVANA, July 10, 1858.

The sloop Jamestown was in the offing all day yesterday, and several officers were on shore to procure letters, fresh grub and Havana enjoyments generally, with the expectation of receiving orders for a cruise northward and nearer home. Health of the ship improved under the genial influence of the strong "trades" always found in the Gulf on the north side of Cuba during the summer.

THE BRITISH OUTRAGES.

Captain G. F. Pearson, of brig Tanner, at Bordeaux, June 19, 1858, writes to his owners:

I left New Orleans on the 9th of May. When within forty miles of Havana we were chased by a war steamer, brig rigged, under English colors. Finding she was dropping astern, she kept off and fired a blank shot, and then hauled on her course again; we were both on the wind, our vessel having the American ensign at her peak. The steamer, though under press of sails and steam, still falling astern, kept off twice more, and each time fired a shot at our quarter. After the second shot I hove my vessel to, when the steamer came up and hailed us. After having inquired whence we came and where bound to, she kept off and we pursued our course.

MOVEMENT OF BRITISH MEN-OF-WAR.

Her Majesty's steam sloop Devastation, six guns, with dispatches from Admiral Sir H. Stewart, arrived at Kingston on the 22d, and left on the 23d, for Havana, with the broad pennant of Commodore Henry Kellet, C. B., to assume the command of the British navy in the Gulf.

Her Majesty's steamer Basilisk, six guns, Commander Phayre, was to sail from Kingston, Jamaica, on the 26th ult., for Vera Cruz.

Her Majesty's gunboat Jasper was cruising off the island of Jamaica on the 26th ult.

THE CUBAN QUESTION AND THE WAR OF RACES.

LORD MALMESBURY'S THREAT AGAINST SPAIN RELATIVE TO CUBA.

[*Paris (June 27) Correspondence of the London Globe.*]

It is seriously believed here that Lord Malmesbury has conveyed to Madrid his determination to mark his disgust at the Cuban authorities being in complicity with piratical slave dealers, and openly fostering this hellish pursuit around the island, by winking at an American occupation of the Havana, and thus cementing a firm alliance with the great Anglo-Saxon republic, so as to secure an overpowering ally should the balance of power in Europe be disturbed by France.

It is equally asserted that Spain has bargained to give all the support it can to France in return for a formal protectorate of Cuba against the Yankees. That *the next great conflict in the world will be between les races Latines and the Anglo-Saxon and Teutonic nationalities* is a theory of some thoughtful observers. In such a struggle it is obvious on which side the great modern elements of superiority are predominant—gold and coal, iron and ships, and, above all, a free press, freedom of thought, speech and action.

RAILROAD MATTERS.

The Board of Directors of the Erie Road, at the regular meeting held in New York on Friday, resolved to not enter into any fare arrangement with the Western Roads for the present.

The earnings of the North Pennsylvania Railroad during the month of June were $22,101.92, a decrease of $1,554.45.

The Schuylkill Canal and Reading Railroad brought down to Philadelphia during the week, nearly as much coal as they did in the corresponding week last year; but for the season the canal falls off 79,971 tons, and the railroad 227,011. The Lehigh Canal falls off 32,458, and the Lehigh Valley Railroad gains 32,458. The net falling off on all the lines is 301,741 tons.

The Bellefontaine and Indiana Company are now paying 20 per cent. on the principal of their Real Estate Bonds, due 1st January last, and are giving, as proposed, their Extension Bonds at 3, 5 and 8 years for the remainder. They, also, pay the arrears of interest on this particular class of Bonds, and hope to resume regular payments of interest on their Mortgage Bonds in about sixty days.

The Hannibal and St. Joseph's Railroad runs through the richest tobacco, hemp and cattle lands of Missouri rivers, a distance of 207 miles—and is a continuation of the Chicago, Burlington & Quincy and Michigan Central roads. There are now 106 miles built, leaving 101 miles, which is expected to be completed by July 1st, 1859, at an estimated cost of $1,272,500. The federal government's grant of land is 600,000 acres.

The receipts of the Chicago, St. Paul and Fond du Lac Railroad for June, 1858, were $38,513 35, against $37,067 72 in June, 1857, showing an increase of $1,334 63.

NAVAL.

The U. S. flag ship Cumberland, Capt. J. S. Missroon, bearing the broad pendant of Commodore T. A. Conover, was at Port Praya 11th ult., bound to the coast of Africa on the arrival of the store ship, daily expected from the United States. The U. S. ship Vincennes, Commander Totten, just arrived from coast of Africa, to sail again soon was also in port. The U. S. sloop-of-war Marion, Commander Brent, sailed a few days previous for the north coast of Africa. The U. S. sloop-of-war Dale, Commander McBlair, was at the Canary Islands.

The U. S. steamer Antelope, Commander Lynch, sailed from Shanghai April 18, for the Gulf of Pecheli.

Thirteen hundred men are employed at the Charlestown navy yard, engaged upon the dry dock extension, the machine shop, and the ship "Hartford." The "Levant," is in the dry dock undergoing thorough repairs. The Hartford is nearly ready for launching, but will remain upon the ways until the completion of the engine, which will not probably be forthcoming for a year, as the contractors seem in no haste to finish the job.

The commandant of the Charlestown Navy Yard on Friday received orders to prepare the steam frigate Roanoke immediately for sea. As this fine battle-ship has just been thoroughly overhauled in the stone dock, it will not take long to have her ready. She now lies under the sheers, with all three masts in.

The court martial recently in session in Washington for the trial of Commander Boutwell, U. S. N., on certain charges and specifications, involving disobedience of orders while under Commodore Mervin in the Pacific squadron, which were brought against him by the Navy Department. The court concluded its session several days ago, but the decision is just now made public. It appears that Commander B. was found guilty on all the charges and specifications, and sentenced by the court to be dismissed from the service. President Buchanan has, however, mitigated this punishment, by ordering in its stead the suspension from the service of Com. B. for five years, on furlough pay.

Mr. William Hope and family, recently attached to the British legation, have returned to England. Mr. Hope is a nephew of Lady Napier, and though very young, served with distinguished bravery in the principal battles of the Crimean campaign, receiving one of the sixty Victoria Medals awarded by the Queen as a reward of valor. Mr. Russell, a nephew of Lord John's, who is said to be the cleverest man connected with the embassy, is also about to leave. Mr. Erskine, the new Secretary of Legation, has not yet appeared at his post.—*N. Y. Post.*

Prof. Charles Elliott, one of the most elegant scholars in the country, has been made an L. L. D., by Alleghany College at Meadville. The degree of D. D. was also conferred on Rev. J. McK. Riley.

TOTAL FAILURE OF THE WHEAT CROP.—That the wheat crop in this country is an entire failure no longer admits of any doubt. Intelligence from various parts of the country is all alike; wherever a field has been sowed, and however well it has looked while growing, it is now certain that it is doomed to destruction by the weevil. Whatever was sowed last fall was more as an experiment than with any expectation of a good crop. The majority of farmers sowed none, not even caring to try further experiments, but prefering to let their more hopeful neighbors throw away labor, seed, and the use of their land. We presume not a twentieth part as much was sowed as in 1854, when there were only 46,141 acres. The yield will be comparatively nothing against 589,011 bushels in 1854, and a little less than a million in 1849. This is discouraging, but the same results are observed in other parts of the State. The whole State raised 9,092,402 bushels in 1854, against 13,121,498 in 1849, 13,591,770 in 1844 and 12,286,418 in 1839, and could we have the figures for this year the falling off would probably correspond with the deficiency of this county.—*Niagara Falls Gazette of July 14.*

DIED,

On the 12th instant, WILLIAM, aged 17 months and 10 days, son of Llewellyn and Emily D. Phillips.

On the 12th instant, after a short but painful illness, SHADRACH A., in the 19th year of his age, eldest son of Solomon S. and Sally A. Saunders.

On the 12th instant, ANN ELIZABETH, aged 22 months and 17 days, youngest daughter of William and Mary Ann Simpson.

COOKING COAL.

The best in the world. Prepared especially for family use by the *Baltimore Coal Company.* It burns freely and leaves no clinker.

DOBBIN & WARFIELD, Sole Agents,
je23tf 36 Second street.

COAL NOTICE.

We would here respectfully inform our friends and consumers of coal generally, that we are receiving and prepared to deliver the Locust Gap and Coal Mountain coals, which in appearance, quality and durability, cannot be surpassed by any brought to this market. We merely desire parties to give these Coals a trial to convince them of this fact. If taken at once and in quantities of ten tons and upwards we are enabled to furnish them at $5.25 per ton of 2,240 lbs. We also keep constantly on hand, Lykens' Valley Short Mountain and Cumberland Coals.

WASHBURN & HOUSE,
je19-t10 Office 89 Lombard St., 2d door west of South

THE NEW AND STARTLING POEM OF THE DRESS FOR THE HAIR.

CANTO I.

Miss Flora McFlimsey of Madison Square,
A lady of fashion, of wealth and of beauty,
Spent money like water for stuff for the hair,
And did it because she thought it a duty
To paint the fine lilty—to perfume the pose—
To gild refined gold—though few would suppose
Miss Flora McFlimsey, with beauty so rare,
Required aught to make her more charmingly fair.

CANTO II.

Miss Flora had heard of a noted Professor,
Who dressed his own hair, tho' not a Hairdresser,
With a magical, wonderful, great preparation,
(Now used in vast quantities over the nation.)
This noted Professor was grey as a rat
At juvenile thirty—no older than that—
And the amount of poor hair his crown had upon it,
(Though now as black as a raven's wing,
With lustre enough for a ball room king.)
Would not have been accepted, such was its harsh
and dry character, by any fashionist, however bald she
might have been, who ever wore a bonnet.

This is all of this beautiful and startling poem which will be published in this paper. If you desire to learn the effect of the preparation which Miss McFlimsey applied to her hair, call at 312 Broadway, and Professor Wood's agent will prove to you that Wood's Hair Restorative is one of the best articles for beautifying and promoting the growth and restoring the original color of the hair, ever safe, put before the world.

CAUTION.—Beware of worthless imitations, as several are already in the market, called by different names. Use none unless the words (Professor Wood's Hair Restorative, Depot, St. Louis, Mo., and New York,) are blown in the bottle. Sold by all Druggists and Patent Medicine Dealers. Also by all Fancy and Toilet Goods