GENERAL INTELLIGENCE.

Mexico.

THE latest intelligence from this Republic—if such it can be called—represents the MIRAMON Government as a band of freebooters. A conducta, with two million eight hundred thousand dollars, under escort of Gen. MARQUIZA, had been seized by him, and a portion of the money appropriated to his own use. It was believed, also, that MIRAMON was privy to the robbery. The money was destined for England and France, and the British and French Ministers had protested against the outrage. If this be so, France and England must see the folly of sustaining as the head of the Government of Mexico a band of desperate outlaws; and it is most reasonable to expect that they will at once take hostile measures against Mexico. On this, the Washington *states* says:

One thing is now quite certain. Either the United States will have to take Mexico in hand, or they will have to permit other powers to do so. Congress ought not to adjourn for the holidays until something upon the subject shall have been effectively done. The question is of the gravest import, and will admit of no procrastination. If we are not utterly faithless to our best political and pecuniary interests. We believe that the President is animated with proper sentiments in relation to the matter, and will doubtless make urgent and emphatic recommendations to Congress for authority, which will enable him to act at once.

Correspondence of the N. Y. Sun.

The Dominican Republic.

PUERTO PLATA, October 10th, 1859.

MY DEAR MR. BEACH:—Our residence in the Dominican Republic has been thus far a trying succession of sickness and discomfort, yet for worlds I would not have missed coming here to see and learn how much the Union can do for its neighbors. I engaged to write you at short intervals all I should see and think of this enchanting country, and to bear true witness of the moral and social condition of its inhabitants. I have failed in my word for a time, yet I hope to carry it out to the letter before I have done.

I landed at Puerto Plata, from the steamer Ocean Bird, in May, and by arrangement with two friends when I made on the passage—one a planter from the United States, and the other, the engineer of a British Mining Company—to travel together the length and breadth of the island. An accidental fall led to a long and painful confinement in this place, but it has brought me in contact with a most interesting society, of which very little indeed is known in the United States.

The Bethel churches of St. Domingo, Samaná and Puerto Plata, are composed of colored people from the United States and their children. And I can say boldly they are a credit to the Methodist Society. They are as a body, distinguished for their industrious and sober habits, and kindly qualities.

My sick cot overlooks a large garden planted with bananas and orange trees, and on the other side of it is the neatest of white washed cottages with a wide folding door in the centre of the long wall. This great door has its mate on the street at the farther side of the cottage, and as I rest on my weary couch I can watch all that passes in the room they belong to, which is the parlor of the presiding elder of what is called here, the "American Church." One day I saw a sick man brought in and laid tenderly on a cot which was put up for him in this pleasant and spacious room. Night and day the members of this colored family were assiduously tending the white stranger, but from my part of observation I could see the signs of death were too strong for them about that bed. I came on the sixth or seventh day, and then I saw the corpse decorously laid out for interment and borne respectfully through the opposite door to its last abode. I saw nothing but colored people about him all this time, and I sent to ask about it. Then I was informed that the Bethel Church of San Domingo had established a society among themselves for the proper care of their own sick, and that this kindness was invariably extended to all *Americans who required it.* This sick man was an American sailor, who had come over from Turk's Island to get a berth or passage in the New York and Puerto Plata line. He landed sick and penniless, and though there is some provision made for such persons, it would be insufficient for their comfortable treatment did not the Bethel Society eke out by kind and careful management.

In cases of death, these are decently interred, and a record kept of the date and place, in the event of friends, or shipmates inquiring for them. Is it not a singular circumstance that this little handful of color ed colonists should keep up their church organization for thirty five years without the least aid from the States? Should not American born blacks be as well cared for as the Cyngalese or Feegee Islanders? What strikes me most is their affectionate pride in a country which has done so little for them. To be an American is a quick passport to their best feelings and services. The funeral of the sailor was followed by that of a member of the elder's own family, and again I saw from my own cot, by the window, a form shrouded in white, carried through the open door of the colored preacher, with exactly the same decent observances.

The Sunday evening after the second funeral there was a prayer meeting at the house, and it made me think of our New England Sabbaths to hear its well remembered hymns pealing out of the open doors and filling the orange gardens of St. Domingo with their sacred melody.

This family and I soon became intimate, and long before I was able to join my travelling companions, I had promised myself to bring this Christian flock into a better acquaintance with the churches of their persuasion in the United States.

The church at Samaná has some fellowship with a British Missionary Board, but those of Puerto Plata and Santo Domingo city have no friends abroad. Some books for their Sabbath school and a small library came out lately to Santo Domingo, and a few tracts and Testaments have found their way here from the New York Societies, but that is all.

Yet it should be a pleasure to do something for such a kind and grateful people. There was a letter received here from St. Domingo city, stating that the library and Sabbath school books sent there were contributed by Dr. SANGER, the City Physician of New York, stationed at the public institutions, and a few of his friends, whose names were sent on for the "grateful mention and remembrance of all the members of the Methodists in the Dominican territory."

It was simple but touching to hear the respectful manner in which this letter was read at the close of the meeting, and the prayer that followed it was really eloquent, although it came from the undocated lips of a black man. He asked his brethren and sisters to join him in "asking the grace of God and all the blessings of his loving kindness, for the noble and gracious lady of Dr. WILLIAM SANGER, of New York, who had been moved to think of the wants of this little sheepfold of Christ in Santo Domingo. Could the whitest Bishop in the whitest lawn express it better? yet this it is, word for word, and most fervently did the congregation join in the prayer.

But, lo! I am at the end of my paper for to-day and must stop for the next vessel, when you will hear more from your old friend.

THE SCHOOLMASTER.

The Panic in Charlestown, Va.

WE learn, says the Baltimore *American*, November 14th, that considerable excitement still exists at Charlestown, Va., caused by numerous incendiary fires in the neighborhood, and a belief among the inhabitants that emissaries of Old BROWN are still lingering about. The Mayor of Charlestown has issued the following proclamation:—

Whereas, It is deemed prudent and right, by the Town Council of Charlestown, that there should not be longer permitted to remain in our town or county, any stranger who cannot give a satisfactory account of himself, now, therefore, I, THOMAS C. GREEN, Mayor of Charlestown, do hereby proclaim, and make known, that all such strangers must immediately leave the town or county, and if they do not, any member of the Town Council, the Town Sergeant, Col. DAVIS, LAWSON BOYD, E. M. ASQUITH, WELLS J. HAWES, are requested to make it their special business to bring such strangers before the Mayor, or some Justice of the Peace, to be dealt with according to law; and the authorities of Harper's Ferry, Bolivar, Shepherdstown, or Middleway, and all other authorities in the county, are hereby requested to take like action.

THOMAS C. GREEN,
Mayor of Charlestown.

November 12, 1859.

On the appearance of this proclamation, Mr HOYT, who had returned to the town, Mr. SENMOTT, one of the counsel for the prisoners, and Mr. JEWETT, connected with *Frank Leslie's* paper, received a hint from Colonel DAVIS that they were among the strangers whose presence was not satisfactory to the people, and that their personal safety would best be secured by an early departure. Mr. SENMOTT declined leaving until he had concluded his business. Mr. HOYT had already made arrangements for his departure before the proclamation appeared, and he, with Mr. JEWETT, left there on Saturday. Mr. JEWETT was suspected—unjustly, he declares—of being the correspondent of the New York *Tribune*, which paper has recently published some letters from Charleston of an irritating character.

From Jamaica.

By the brig Palestine, Kingston, Jamaica papers have been received to the 11th of October. The *Morning Journal* of that day contains the following summary of events occurring from last dates:

The slave barque Laura, captured by her Majesty's steamer Archer, on the East coast of Africa, was brought into Port Royal, on the 1st inst. When captured, she was under the Mexican flag. There were no slaves on board, but the captain and part of the crew were made prisoners. She is in charge of part of the Archer's crew, and has been taken to Vera Cruz for condemnation. We are happy in being able to state that the three hundred Chinese immigrants who, we mentioned in our previous summary, had offered their services to the planters, on consideration of a bonus of £10 a head being granted them, have all obtained employment and are now at work. No one paid the bounty demanded by these men, and they in no instance insisted on it; thus showing that they were perfectly aware they were not entitled to it. The immigrants are located on estates in Clarendon, Metcalfe, St. George, St. Mary, and St. Catherine. There is nothing like making an early resistance to evil. These Chinamen were no doubt led away by some mischievous and evil designing men. Had the planters been imprudent enough to grant the required bonus in a single instance, the labor question, which appears to us to be steadily, though slowly approaching a settlement, would have been plunged again into the most serious complication.

The Murderer Thornton at St. Louis.

The St. Louis *Republican* gives the following sketch of JOSEPH W. THORNTON, who was executed in that city on Thursday last, for the murder of JOSEPH CHARLESS, a wealthy and esteemed citizen:

JOSEPH W. THORNTON, who expiated yesterday the act of killing JOSEPH CHARLESS, was born on the 12th of August, 1821, in New York city. His parents were of Irish birth. There were nine children, only three of whom—JOHN, ANN (not married) and ELIZA, (married to a gentleman named CLARK) are now living. The first named resides in this city. The sisters are in New York. JOSEPH was younger than any of these three.

THORNTON's mother died in 1823; his father, who had been engaged in business as an oil merchant, was 52 years old when he died, which was in 1835. Until the death of his father, the subject of these paragraphs staid with him, and was by him supported. On the occurrence of that event, his brother JOHN, then in Newark, N. J., took him under his protection, kept him a while, and took him to a lawyer named JAMES ROZIER, in New York, for the purpose of applying him to the study of the law as a profession. He remained over a year with ROZIER, but forming a dislike for the dull abstractions of the books, or for some other reasons, he abandoned law and employed himself for a livelihood as a copyist, clerk, &c., until 1841, when being destitute and his brother having removed to the West, he learned trunk-making, not, however, as a regular apprentice. In 1844 he went to sea as a private in the marine corps, on board the United States line-of-battle-ship Columbus, Commodore BIDDLE. He sailed to China and Japan, and, circumnavigating the seas, doubled Cape of Good Hope and Cape Horn. Returning, he landed at Norfolk, and a week later he proceeded to Washington to get a discharge. The trip lasted three years or more, during all which time he never was unwell except from an injury on the knee. He was never reprimanded or punished for misconduct.

After THORNTON obtained his discharge, he remained about a month with his sisters in New York, and came to St. Louis, in June, 1848. The first regular appointment or business he had was as deputy city registrar in 1849. He received the nomination for the registrarship from the BENTON party, but was defeated by his opponent, Mr. PARIS. After this he did collecting and writing for his brother JOHN, and in May, 1850, received the appointment of Secretary of the Boatmen's Saving Association, having charge of the books. Most of our city readers are acquainted with such circumstances as came to light in April, 1854, in reference to the robbing of several thousands of dollars from the vault of that institution, and of the suspicion that at that time rested upon THORNTON. The latter remained as secretary till about six months after the robbery. He was not discharged, but it was intimated that his resignation would be accepted. His resignation which had been already written out, was then proffered and accepted, his salary having been increased $200 the month previous. The president was then Mr. SULLIVAN BLOOD, who attributed the action of the institution to dissipation on the part of THORNTON. He never was dissipated to any extent before the suspicions of which we have spoken, arose, and never lost time, on account of his habits, even subsequent to that time.

After THORNTON became disconnected with the Boatmen's he could not obtain employment in the city on account of the misgivings and distrust which were awakened in the minds of the public by the events leading thereto and by that circumstance in itself. Some time following he was arrested and arraigned for the robbery. He was finally acquitted. Mr. CHARLESS was one of the witnesses for the prosecution on the trial, and in his testimony related all he knew relative to certain transactions of THORNTON, which, in the minds of some, tended to implicate him in the affair. After his acquittal, THORNTON, who bore strong feelings of resentment towards all who had been concerned in his prosecution, was particularly inflamed and enraged at the part taken by Mr CHARLESS. He contemplated lodging a suit against him for defamation of character, but his brother and other friends influenced him against such a course. From that time on, THORNTON's own best of life seemed radically changed. He nursed in his bosom the most rankling revenge against Mr. CHARLESS, who he imagined had pursued him with an enmity which, striking at his reputation, had been the foundation for his after ruin. THORNTON carried this vindictive and implacable rancor for many, many months, and meeting Mr. CHARLESS one morning on Market street, as the latter was proceeding from his residence to his place of business, he took from his breast a revolver, and saying a few angry words, fired two balls into his body, from the effects of which he expired early the next day.

The use of Tobacco.

The Dean of Carlisle, in a recent lecture on tobacco at Carlisle, England, gave the following statistics:—

In 1856, thirty-three millions of pounds of tobacco were consumed here, at an expense of eight millions of money; five million two hundred and twenty thousand pounds of which went in duty to Government, to say nothing of vast quantities smuggled into the country. There is a steady increase upon this consumption, far exceeding the contemporaneous increase of population. In 1821 the average was 11.70 oz. per head per annum; in 1801, it had risen to 16.36; and in 1853 to 19 oz., or at least at the rate of one-fourth increase in ten years. We hear of 20,000 hogsheads of tobacco in the bonding houses in London at one time. There are twelve city houses in London expressly devoted to tobacco sales; 90 manufacturers; 1,569 tobacco shops in London; 82 clay pipe makers; 7,350 workmen engaged in the different branches of the business; and no less than 252,648 tobacco shops in the United Kingdom. And if we turn to the Continent the consumption and expenditure assume proportions perfectly gigantic. In France much more is consumed in proportion to the population than in England. The Emperor clears 100,000,000 of francs annually by the Government monopoly. At St. Omer 11,000 tons of clay are used in making 45,000,000 of tobacco pipes. In the city of Hamburg 40,000 cigars are consumed daily, although the population is not much over 150,000; 19,000 persons, many of them women and children, are engaged in their manufacture. 150,000,000 cigars are supplied annually; a printing press is entirely occupied in printing labels for the boxes of cigars, &c.; and the business represents 4,000,000. In Denmark the annual consumption reaches the enormous average of 70 ounces per head of the whole population; and in Belgium even more—to 73 ounces, or 4 pounds and 3-5ths of a pound per head. In America the average is vastly higher. It is calculated that the entire world of smokers, snuffers and chewers, consume 2,000,000 of tons of tobacco annually, or 4,480,000,000 of pounds weight—as much in tonage as the corn consumed by 10,000,000 of Englishmen, and actually at a cost sufficient to pay for all the bread corn eaten in Great Britain. Five million and a half of acres are occupied in its growth, chiefly cultivated by slave labor, the product of which, at two pence per pound, would yield thirty-seven millions of pounds sterling. The time would fail to tell of the vast amount of smoking in Turkey and Persia—in India all classes and both sexes indulge in this practice, the Siamese both chew and smoke—in Burmah all ages practise it—children of 3 years old, and of both sexes—China equally contributes to the general mania—and the advocates of the habit coast that about one-fourth of the human race are their clients, or that there certainly are 100,000,000 of smokers! Are not these statistics perfectly astounding? Is not this a wanton waste of money upon an idle custom, admitted by its warmest advocates to be only a luxury, seldom beneficial, always dangerous? This financial view of the question ought to arrest our attention. Every working man who consumes only one ounce of "shag," "returns," or "bird's eye," per week, or the very moderate quantity of four pounds per annum, pays out of the fruit of his labors twelve shillings and eight pence to the Government in the shape of a tax on his luxury!

Loss of the King Bird.

A letter from Key West, dated November 10th, says:—The brig King Bird, from New York for Aspinwall, with a cargo of coal, sprung a leak on the 24th. She was abandoned by the crew and soon sunk. Her crew were picked up the same day by the French barque St. Martha, and the next day put on board of the schooner Arthemas, and arrived here on Sunday, the 6th November. The King Bird was built at Northport, in 1854, was 237 tons, rated No. 1½, and owned by C. A. Hamilton, of New York.

Marine Intelligence.

The bark Reindeer, which arrived at this port yesterday, from Port au France, reports falling in with the ship Harry of the West, from St Thomas for Mobile, in lat. 24 47., long. 72. 21. The ship had lost 8 men by fever, and all hands were sick but three. The ship Emery, in St Thomas, for Mobile, had lost 16 men by fever, and would be obliged to ship a new crew before sailing. The barque Wild Fire, from Vera Cruz, Oct. 15th, reports:—

Brig Denmark, of and for Boston, sailed in company. Has been five days north of Hatteras, with heavy N.W. gales and heavy sea. October 28th, lat. 24:30, lon. 85:40 escaped a severe hurricane, which lasted four hours, the vessel laying with her lee rails under water; blew away some of the sails from the gaskets, split main topsail, and started outwater and stem, the sea washing everything moveable from the decks. 15th inst., in lat. 39, long. 73:20, saw the flash of a meteor, or comet, about 50 yards from the vessel. It spread like a rocket, and was accompanied by a loud crash.

THE premium crop of corn at the La Sueur county fair, in Minnesota, was a yield of 77 bushels to the acre, of *shelled* corn.

An Interesting Re-union.

Some time during the month of February last, Messrs. SHEPARD & OVERTON, Attorneys at Law, in this city, were applied to by a son of Mrs. CRULL, of Louisa county, in this State, to, if possible, obtain for her a dowry in certain lands, supposed to be a part of the Military Tract of the State of Illinois. This tract of land embraces a large portion of the Western part of this State, and was set apart by the United States, as part compensation to the soldiers of the war 1812. That her husband was a soldier in that war, having enlisted in the army while on a visit of business to the city of Philadelphia, his residence being a few miles out of the city, and in the State of Pennsylvania. Since his enlistment, Mrs. CRULL had heard nothing from him, except a mere rumor that he was killed in an engagement with the enemy, near lake Champlain, and as Mrs. CRULL had never married again, she would, as his widow, be entitled to at least a dowry to any lands her husband might be entitled to as such soldier.

Messrs. S. & O. immediately set themselves to find the land to which her right of dowry would attach. After a long and thorough search among Government, State and County records, they ascertained that the land in question was situated in Hancock county, Illinois, and that it had been entered with a land warrant by Mr. CRULL himself in the year 1818, thus plainly showing that he was not killed, as reported, and that perhaps he might still be alive. They consequently set about finding the lost man; but no further trace of him could they make out from Government or County records, as his wife nor any other of his acquaintances had ever heard from him, further than the records showed, it seemed pretty clear that he was not alive. But his death was not sufficiently established for their purpose. Messrs. S. & O. addressed letters to their numerous correspondents in the States of New York and Vermont, near where CRULL's company would be likely to have been stationed during the war, making inquiries for him. Among the many answers received by them was one from IRWIN W. NEAR, Esq., of Clayton, Jefferson county, N. Y., containing a letter from the long-lost man, stating that he was yet alive and in good health, and was surprised and nearly overcome with joy to learn that his wife and children were still alive. This settled the question of the dower, as well as the receiving by Messrs. SHEPARD & OVERTON the fees for obtaining it for Mrs CRULL.

Although disappointed in the, to a lawyer, best part of a good or bad case, the reception of a snug fee, they were determined not to give it up, but went to work in earnest, to bring about a re-union of the ancient and long-lost couple, for lost they really were to each other. This was easily effected, as neither of the parties had married again, although both supposed each other long since dead. It seems that soon after the enlistment of Mr. CRULL, Mrs CRULL finding it difficult to support herself and her two small children, one a babe, removed to another part of the State, and there hearing that her husband was killed, made no further efforts to learn of him. And he, after his discharge, returned to the town where he formerly resided, and was there told that his wife and children had moved away and since died. Believing himself alone in the world, he left forever his old residence and associates, and took up his abode in Jefferson county, N. Y., where he has since resided, ever cherishing in fond remembrance his now, to him, forever lost family. After many years of hard toil and successful effort, and the marriage of her only daughter, Mrs. CRULL, in company with her son and son-in-law, moved to this State, and settled in Wappello, Louisa county, where she has since resided in the family of her daughter. A few days since Mr. CRULL arrived in Wappello, eager to see her whom he mourned as dead, and once again behold his children. But what a change forty-seven years had brought about. A formal introduction was needed to acquaint those who should have spent their lives together.

Popular Feeling in Austria.

The Vienna correspondent of the London *Times* says:—Things have undergone a very great change in Austria during the last few months, and it strikes me that the government will soon have to choose between constitution and revolution. The Hungarians long ago declared that it was their intention to agitate until they had regained their constitution, and a very remarkable "anti-centralisation" demonstration has just been made at Esseggr, a royal fee city in Slavonia. The committee for examining into the proposed municipal law met at Esseggr at ten in the morning of the 24th October, and at 12 o'clock its members had unanimously resolved humbly to petition the Imperial government "to be pleased to regulate the affairs of the community and all other internal matters in a constitutional way—that is, by means of a diet." The members of the committee were the Lord-Lieutenant of the country, the representatives of the districts of Dakovar, Naslez, and Essegr; the Burgomaster of the city of Essegg, and other persons of note.

Map of Mount Vernon.

A map of the Mount Vernon estate has just been published, containing a view of it complete as when owned by WASHINGTON. Its present dimensions—the purchase recently made by the Ladies Mount Vernon Association—the topography and interesting localities of the surrounding country, and a handsome representation of the venerable mansion in which WASHINGTON lived, the grounds which he laid out and adorned, and the vault and cemetery where his honored dust now sleeps. From some of the figures on this map we learn that the width of the Potomac at Mount Vernon, "measured on the ice February 4, 1856," is 385 poles—(nearly 1¼ miles;) that Fort Washington is distant from Mount Vernon 900 poles—(nearly 3 miles)—almost due east; and that the "White House Pavilion" is 2¾ miles south-west.

Iron Works in the United States

From a table compiled by the American Iron Association, exhibiting the number of iron works, idle and in operation, in the United States, it appears that there are furnaces, rolling mills, or forges, in twenty-five of the States of the Union, leaving but eight States destitute of iron works: these are Mississippi, Louisiana, Florida, Texas, Iowa, Minnesota, California and Oregon—all upon the boundary or frontier. The following are the tables:

	Works	Furnaces	Forges	Roll'g Mills
Working....	1,159	560	389	216
Abandoned..	386	272	99	15
	1,545	832	488	225

These produce annually about 850,000 tons of iron, the value of which, in an ordinary year, is fifty millions of dollars. Of this amount, the portion expended for labor alone is $35,000,000. From a table, prepared by Mr. CHARLES E. SMITH, showing the duties, importations and price at Liverpool, each year, since 1840, it appears that under the tariff of 1846 the increase in the import of iron is more than ten times the increase in the population, and more than thirty-eight times the increase in the domestic production.—*Artisan.*

The Russian Empire.

The territory is immense, stretching across the north of Europe, across the north of Asia, and across Behring's Straits into America. In population already double that of France—48,000,000 serfs; 12,000,000 commoners; 1,000,000 nobles—these 48,000,000 serfs, all of them, to be free men within fifteen years from the present time in agricultural, commercial and mineral resources, boundless: think of six hundred Russian ships filled with wheat going to England for a market during one twelvemonth? The people, the cities, the customs, both oriental and occidental—oriental in appearance, occidental in life, energy and development. A country new in appearance, like America, and with an American manifest destiny—America pushing westward and southwestward to the Pacific, to confront the Russia that it is to be; Russia pushing eastward and southeastward to the Pacific, to confront the America that it is to be; and in both America and Russia, the mechanical arts and intelligence spreading among the masses with unexampled rapidity.

Suspected Poisoning.

A gentleman at Canton, Mass., on the 10th inst., writes to the Boston *Traveller* as follows:

Unusual interest was excited here to-day in consequence of the exhumation of the body of JAMES SHALA, of this place, for examination, by order of the Coroner. The following is an outline of the story. Some ten months since, JAMES SHALA, aged 52, married a young lady of 17. About seven weeks since he was seized with illness, and died the eighth day. Some dared to suggest suspicions of poison, and stories involving the character of the young wife were in circulation. At last it was decided to test the question of poison by an autopsy. It was performed to-day by Dr. ASHSWORTH, of Boston, in presence of the Coroner and jury, and Drs. HOLMES and WEBSTER of Milton, and Dr PERRY of Canton. Portions of the viscera were sent to Dr JACKSON, of Boston, for chemical analysis. The Coroner has taken measures to have the suspected party brought before the jury in one week.

California Public Lands.

California differs from the other States, in regard to the location of her public lands. Instead of locating at one time all the lands enuring to that State, under the act of 1853, she sells land warrants which may be located upon the general public lands. The United States General Land Office, upon receiving notice of the lands so located, approves such to the State, and a patent is thereupon issued from the State, confirming the land to the individual locator. In order to facilitate the location of these "school warrants," and which, as stated above, are used by the State as a mode of selecting lands enuring to it, under the internal improvement grant of 1841, as extended to California by the act of 1853, instructions are being prepared at the General Land Office to the different registers and receivers in the State.

THE male births in Europe surpass the female four millions every year, but are balanced by the greater number of accidents to males.

Leaders of the Popular Movement in Italy.

A Florence correspondent of the London *Times* after giving GARIBALDI's letter to LA FARINA, in answer to a tender of the Presidency of the National Association of Italy, says:

A wonderful and pleasing sight it is to see this man, whom the world has set down as a rough, harsh, and unnatured bandit, display as much sense and tact and genuine manly eloquence as he ever showed desperate valor in the field. GARIBALDI is a true-born ruler of men, and civil government may as safely be trusted in his hands as military rule. I could fill your columns with public and private letters, proclamations, and orders of the day, all by him, from all and each of which it would result, firstly, that GARIBALDI never fails to hit the nail on the head; secondly, that not one word falling from his lips is suffered to pass unheeded,—that his voice and his countenance create a new heart in all who see and hear him. Truly, the hour and the man have come together. Italy is everywhere under the orders of leaders who are well calculated to work out her destinies. No one, I believe, can charge me with partiality to the Italians; on the contrary, I feel sure I have not spared them the harshest and most unpalatable truths. But I must say, for truth's sake, if they have not all the virtues befitting a nation of free men, neither are they sunk—never will they sink—to the condition of unredeemable slaves. The seeds of regeneration are teeming in the land, no longer to be smothered by all the subtleties of one Emperor, or by the violence of another. Let France, Austria, and Europe, well consider what they are about. Let them rise for one instant superior to the paltry chicanery of diplomatic botching and cobbling. Italy must live; it is God's will that Italy should live. In order that Italy may live, it is absolutely necessary that Austria should be bought or beaten, coaxed or kicked, out of Venetia; it is of the utmost necessity that the Pope should cease to be a temporal Prince. It is unavoidable that the King of Naples should bend or break. The man to whom Italy is willing to pay hero-worship must be a hero indeed. Italy is fortunate enough to have more than one such. VICTOR EMANUEL, CAVOUR, D'AZEGLIO, GARIBALDI, are all men made on the mould of PLUTARCH's worthies—none of them faultless, thank Heaven! but endowed either with that vastness of brain, or stoutness of heart, or loftiness of character, which has power to renew the temper of a nation.

I have often quarrelled with the slackness and slothfulness of the Italians, with their constitutional indolence, with their unfitness for harmonious and intolerance of discipline. I have rated them for grovelling selfishness, for want of truth, and the consequent lack of good trust in one another. Yet, if the day of action dawn again, if the men I have mentioned, spurning all the timid counsels of a time-serving policy, call the people to arms, I feel sure Italy will, under their guidance, be capable of magnanimous sacrifices. There will be volunteers to fight in Italy, a fight which may end in disaster, but not in defeat. The principle of Italian nationality is unquenchable. It was but a spark six and forty years ago. A quarter of a century of trampling, far from putting it out, only stirred it into a blazing conflagration. Villafranca, Zurich and Brussels may patch up a peace; they cannot give rest to Italy except by a formal, and final, and thorough recognition of that principle.—Austria and France found within them the vote of Central Italy must be recognized; the Pope must be left to settle accounts with his subjects; and if the Catholic Powers must needs have a Pontiff, and a Sovereign Pontiff, they must provide PIUS IX. or his successor with a new See and a new Sovereignty. I think I have always faithfully represented the state and disposition of men's minds in these provinces. I feel convinced that, if ever the restoration of the Central Italian Princes, and the recovery of the Legations by the Papal Government, are definitely resolved upon, the day in which such an arrangement is carried into effect, no matter by what means, will change these gentle, orderly and civilized communities, into as many dens of wild beasts.

Capt. Shreve and General Jackson.

A correspondent of the Cleveland, Ohio, *Review* says:

JABEZ LORWELL, Esq., of Wayne county, recently communicated to me a characteristic anecdote of Gen. JACKSON, which I have never seen in print, and which will certainly bear repetition. Mr. LORWELL was personally acquainted with Capt. SHREVE, mentioned, and represents him as possessed of much of the unyielding and energetic character which so distinguished Gen. JACKSON. SHREVE was well known throughout the South during his life.

During the last war with England, Capt. SHREVE was commander and owner of a vessel which plied the "Father of Waters," and which, during the period Gen. JACKSON had New Orleans under martial law, made its appearance at the levee of that city. Gen. JACKSON being apprised of the arrival of the vessel, at once sent for Captain SHREVE, and intimated to him that he should consider himself, his crew and vessel, as in the service of government, and hold himself in readiness to discharge any duty that might be imposed upon him. Captain SHREVE unhesitatingly accepted the conditions thus stated to him, and obtained permission from Gen. JACKSON to make some necessary repairs to his vessel, before being compelled to do active service.

While these repairs were in progress, and the appearance of the British army was daily expected before the city, a number of citizens applied to Capt. SHREVE, requesting him to convey their families some fifty miles up the river to a place of safety. The captain explained to the applicants his situation, but assured them that if they could obtain Gen. JACKSON's consent, he would himself interpose no objections to their request. A deputation of the citizens then applied to Gen. JACKSON and obtained his consent; and Capt. SHREVE had freighted his vessel with the persons of many ladies and children, and also a considerable quantity of very valuable goods, when he received a message from Gen. JACKSON, ordering him to perform some service, which would compel him to discharge his living freight, and completely disarrange his plans. SHREVE bitterly cursed the officer who had brought the message, that he would not obey the order. The officer warmly expostulated with SHREVE, and held up to him, in glowing colors, the terror's of JACKSON's displeasure; but Captain SHREVE was built of quite as unbending metal as Gen JACKSON, and indignantly refused to do the bidding.

The officer returned to the "Old Chief," and detailed to him the circumstances of Capt. SHREVE's refusal. In a towering passion, the General ordered a file of men to arrest SHREVE, and bring him at once into his presence.

But comparatively little time had elapsed, before the enraged Captain stood in the presence of the equally enraged General. The latter, fiercely eyeing Capt. SHREVE, in a voice husky with intense passion, made the inquiry:

"By G—d, Capt. SHREVE, *dare you disobey my orders?*"

"Yes, by G—d, I *dare!*" was the vehement and impetuous reply of the undaunted Captain.

JACKSON could not repress the expression of surprise which spread itself over his face at the unexpected and emphatic reply of the daring captain, and in a tone of voice considerably milder than his first inquiry, bade SHREVE explain his conduct—Upon the explanation being given JACKSON dismissed him, simply saying that he had forgotten his promise to the citizens, whose wives and children Captain SHREVE had taken aboard; and no less than

Afterwards, during JACKSON's Presidency, Congress made appropriations of a large sum of money for the removal of the innumerable snags and other obstructions which made the navigation of the Mississippi river at that time very dangerous to life and property. Notwithstanding the fact that many of his warmest political friends applied to General JACKSON to secure the appointment of one of his friends to superintend that important work, and that Captain SHREVE was the immediate and unrelenting political enemy, General JACKSON persisted in awarding the place to the stern and honest old captain; and the success with which he performed the duty attested JACKSON's sagacity in making his choice. SHREVE invented machinery and apparatus especially adapted to the successful prosecution of the work, and completed it to the perfect satisfaction of all interested in it; and at a late day succeeded in removing the great Red River Raft, which had previously been considered an impracticable undertaking. This raft was over thirty miles in length, and for years had blocked up the entire river.

Naval Intelligence.

A full crew of sailors and a guard of marines were put on board the new steam gunboat Mohican, at Portsmouth, N. H., last week. The Mohican will leave (on her trial) about the 25th inst., for New York, where she will remain a few days previously to her final departure for the coast of Africa. The non-arrival at Aspinwall, of the new officers and crew for the U. S. steamer-frigate Saranac, who sailed in the North Star, will of course prevent the ship's company at present on board the former vessel, from returning as soon as was expected. A grand full uniform dress parade of all the troops at the marine barracks and on board the receiving ship North Carolina, took place Monday, at the Brooklyn Navy Yard. Agreeably to the desire of the U. S. Government, drilling exercises are being at present performed in the army and marine corps, to a greater extent than has been customary of late years, the natural consequence being an increased efficiency in those branches of the public service.

The propeller of the U. S. steam frigate Niagara, which has been considered unequal to the wants of that vessel, is being remodeled. New additions are to be made to it, which will increase the velocity of the ship by three or four knots the hour. Although not under orders for sea, the Niagara will be put in trim for going into commission at a few days' notice. There has been some trouble on board the Portsmouth, of the African Squadron. It is stated that the officer who was first ordered to take charge of the slaver Emily, peremptorily refused to do so, which rendered it necessary for the commander of the corvette to appoint another gentleman for that purpose. The fact that the Congress had not reached Rio on the 6th of October will revive the groundless fears for the safety of that frigate. She was only 53 days out on the 6th, and few sailing men of-war reach Rio from the States in less than 55 or 60 days. The Savannah took 56, the Levant on one occasion 70 the Massachusetts (steamer) 80, and the Independence 75 days.

AMONG the scions of the house of BONAPARTE is a son of old LUCIEN, the Prince de Canino. The young man is a priest of the Romish church, and being the personal *protege*, and favorite relative of his imperial cousin at Paris has seen himself raised from one clerical dignity to another, till at last, the influential post of Private Secretary and Almoner to Pio Nono him self had to be accorded to him. Nothing else stands between him and the purple of the Cardinal, but the fact that he is not yet thirty. It is thought, however, that the law may be varied from to suit the case, and that on the decease of Pio IX., he may be made Pope, through the influence of NAPOLEON III.

The Great Eastern in a Storm.

A correspondent of the London *Times*, who was on board the Great Eastern during the gale of the 26th of October, writes a graphic account of the incidents of the storm, and of the behavior of the "big ship," through the trying ordeal:

The air was filled with spray torn from the rugged waves—the darkness was impenetrable, while the hoarse roar of the wind drowned every other sound save the dull, threatening booming of the waves upon the rocks and breakwater, the sound of which came up on the gale like peals of distant thunder. Words of command would have been useless, and even if heard, neither men nor ship could have struggled long against the gale which was rushing past. Those who heard its deafening roar that night from sea are never likely to forget it. Towards two or three o'clock in the morning the gale seemed at its worst. To the roar and scream through the shrouds other and more unpleasant sounds were soon added, as the wind blew up the saloon skylights, dropped them down with a bang and crash of glass that to those below was startling in the extreme.

Crash after crash the glass in these skylights went, one after the other; the rain and wind pouring down through the apertures into the saloons, and, above all, into the grand saloon, to decorate which so much that was really needed in the ship was deferred. It wanted not such aids to let in wind and water, for the upper wooden deck was leaking at every seam, so that on all the sofas, carpets, and tables below was an array of vessels of every size and kind which could contain the ceaseless drippings from above. Yet, in spite of all this, the lower decks were sopped and splashy, and seemed under the mattings to be much like walking on an ill-drained marsh. At last, soon after 6 o'clock, a monstrous wave came in upon the horizon. Nearer and nearer it rolled, a white crest towering high above the green wall of water as it reared its monstrous bulk, and seemed to gather might for one great rush upon the prey. In another second the foam towered a hundred feet over the head of the breakwater, and the red light was seen no more, while the wave, broken, but not disabled, came tearing on, hurling aloft, as if in triumph, a black mass of timbers, which seemed like rocks among the seething waters. This was introducing, so to speak, the thin end of the wedge, for the work of demolition once commenced, went rapidly forward, and the massive timbers began to disappear by a hundred feet and more at a time, melting away into the angry sea like a mere fret-work of sugar-candy. The cranes and machinery at the top dropped off into the water one by one, as if the sea possessed the properties of an universal solvent; for when once the waters covered them, obstacles were seen no more. Some lengths of framework, however, held out long and gallantly, resisting every effort to overthrow them, till the tide was at its height, and at last they too disappeared, some in splinters and chips like firewood as the beams were rent to pieces, some in great angular masses, as if an island of timber had come to sea. The whole harbor was covered with such rafts, till their black masses showed up like reefs rock in all directions. Still the storm swept on as wild as ever, and where the breakwater makes that most injudicious inward curve and forms a concave surface for the sea to act on the waves broke high and fiercely, even here damaging the cranes upon the high scaffolding, and threatening a clean breach into the harbor.

This scene of destruction was, for the time it lasted, as grand and awful a sight as can well be conceived. The great waves not only looked irresistible, but showed themselves to be so in sad and sober earnest, and everything went down like sand before their terrific onset. Matters now began to look very bad; and such tremendous evidences of danger on the part of the wind and sea were by no means overlooked by those on board the Great Eastern. In fact, it was with most considerable anxiety that Captain HARRISON saw the turn affairs were taking, for the wind was now dead from the northeast, and the whole sweep of the Channel was pouring into the harbor. Some profitable bargains might have been made in Great Eastern shares had the shareholders been on board and seen the state of the weather—the lee-shore behind, and the timber work of the breakwater (the great and only shield ahead) disappearing by hundreds of yards at a time. Yet still the Great Eastern rode out lightly for her bulk, and without a sign of dragging, though the chains apparently could bear nothing more. The whole harbor was now one immense mass of wreck-wood, the huge piles tumbling over and over one another, and rearing up 15 and 20 feet from the water, as the waves tossed them to and fro like playthings. The sea had set in, too, so violently that it was necessary at once to do something to relieve the ship from the strain upon the cables, and to effect this the screw was set to work.

Towards 8 or 9 o'clock the wind went round more to the N. E., sending in a beam swell, to which the Great Eastern began to roll very heavily. As the surge swept in, the position of the vessel hourly became worse, and at last, at 10 o'clock, Captain HARRISON had no alternative to try and raise the heaviest anchor, get the vessel's head more under the lee of the breakwater, and then let it go again. This was a difficult and most critical task, for every part of the harbor was now so completely covered with drifting beams, that the screw could only be used with the utmost caution.

In spite of the relief afforded by the screw, the cable of the remaining anchor kept tautening more and more, until at last, at about half past ten, it sprang up like a cord out of the water, and in another moment the Great Eastern was adrift, rolling and tumbling like a drunken ship towards shore.

Captain HARRISON and Mr. KEYE were forward, and in an instant all was ready for letting go a second heavy anchor, while word was passed to