Prussian Arming.

PRUSSIA is certainly arming. She is preparing an arsenal of 400 rifle steel guns bearing on the beach, and expending with the enthusiasm. Her army consists of 150,000 men in active service, serving three years. Of these forty thousand men are dismissed yearly into the war reserve, which contains also of 150,000. Thus Prussia, with her population of nearly eighteen millions, has an available army of three hundred thousand men, and raises forty thousand recruits every year. She has, besides, a rifle corps of ten thousand men, whose time of service is from 12 to 70 years. There is also the Landwehr of two *ersatzbots* and Landsturm. This terrible weight of arms, however, has been found formidable only to the nation which supports it. If brushes down before it is tired. Twice within the last ten years it has done so, and the call-out made during the Italian war was eminently unsatisfactory. Prussia, therefore, is arming herself on what she considers a more efficient, but which does not appear to be a less burdensome, military system. The rifle corps is to be raised to 50,000 men; the rest of the standing army is to be increased 60,000 recruits are to be taken in yearly, instead of 40,000. The number of the adult male population liable to serve and who come to the yearly lottery is 750,000. Out of these the State used to claim her 40,000, and now proposes to double the exactitude. But even the remaining 70 000 drawn recruits are not exempt. If the Landwehr cavalry is to be abolished, the regular cavalry is to be greatly increased, and *cadres* of infantry officers are to be formed for that reserve. All these preparations and augmentations must be for home work. Prussia does not affect to fear Russia, which is, internally, in a state of convulsion, and is not likely to seek, or, at least, for some years to come, any European quarrel. Moreover, Prussia has drawn near to Russia in a strict alliance, and the Prince of Prussia has sealed the intimacy by a personal interchange of courtesies with the Czar at Breslau. Is this a preparation for an armed contest with Austria, or is it only a vaunt of power, under the influence of which Prussia may press on a revision of the Federal Constitution to her own advantage? Austria has, indeed, been, as usual, haughty and unconciliatory. The common language of her adherents has been, that "there is nothing for it now but to pit Austro-Germany against Prusso-Germany." But the power of Austria is no longer equal to her tone. With a running deficit of 80,000,000 florins—money borrowed, and not likely to be paid to the Bank of Vienna; 300,000,000 florins of expenses above the extraordinary means of 290,000,000 florins raised for the Austrian war of two months; with her financial good faith damaged; and with Lombardy, which gave one-fifth of the Austrian revenue, gone, the sinews of war are no longer present to give force to any extravagant pretensions at Vienna. Prussia must feel that if any schism be forced on by Austria, its result must be, sooner or later—and probably rather later than sooner, for thought and action are deliberate in German bodies—to annex small States to Prussia. Neither the language of Austria, nor even the affair of Prince Cassal, which has been going on for 20 years like a tempest in a teapot, but has never yet bubbled over, causes us, however, any great alarm, except for the general condition of Europe when so large an army is considered necessary by a prudent but not very enterprising State.—*London Times Nov. 3.*

The Murder of George Ritter.

The *Philadelphia News* of yesterday has the following:

We have been placed in possession of a letter addressed to the sister of GEORGE RITTER, the young man from this city, who was cruelly beaten to death on board the U. S. sloop-of-war Brooklyn, while lying in New York bay, off Staten Island. That such deliberate acts of torture should be perpetrated on board of American ships of war, in peace, by commissioned officers, is a burning shame to our country, and a disgrace to the flag we were wont to so proudly boast.

The letter is signed by twelve of the men who were eye witnesses to the rankling spectacle, and from it we make some extracts.

After breaking to a sister the death of her brother, in as gentle words as a sailor's warm heartedness dictated, the writers say that on the 7th of November he was ordered to confinement by Lieut. MINGHELL, the officer of the deck. A marine, and the ship's Corporal, named CRAS. COOPER, seized RITTER and dragged him to the main hatch, when COOPER took him by the legs and pulled him down the hold of the ship, his head striking each step of the ladder as he was drawn down. After this, Sergeant RAY, of the Marine Guard, struck RITTER in the face several times, and then kicked him in the face, saying, "you ——, if I ever catch you on the beach, I'll murder you." RAY afterwards grabbed him by the hair, beat his head against the deck three times, and then ordered COOPER to bring him a gag. The order was obeyed, and COOPER refused to give the gag to RAY, saying he would gag him. COOPER then had RITTER's head on the deck, knee upwards, and taking the gag in both hands, tried to force it into his mouth. Not succeeding in doing so, he raised his clenched fist and struck RITTER several times in the mouth. He then raised his head, and putting his knee to the back of his neck, forced his jaws upward with the gag. (The gag is about four inches in circumference, and a foot in length.) The gag was then tied tightly around RITTER's head, after which he was thrown against the bulkhead, where he laid for 20 minutes, having every appearance of a corpse. Acting Sergeant POWELL subsequently came in and gave orders to the sentinels not to permit any one to interfere with RITTER, or remove the gag from his mouth. About fifteen minutes afterwards, COOPER came in, and was told that RITTER was suffocating. He picked him up and looked at him, and then threw him back against the bulkhead, saying, "Damn him, let him lay." A seaman, shortly after this, touched RITTER, and found him cold, which fact was reported to Sergeant WALSH. The gag was then cut from his mouth, and the dead body was then taken out of the double irons and the Surgeon notified. The witnesses to the transaction were kept in double irons and not allowed to appear at the Coroner's inquest, or communicate with any person whatever. COOPER, one of the principal murderers, was allowed to go on shore by Capt. FARRAGUT, and would have escaped had not the boat's crew called to the sentries on Staten Island to arrest him, as he was a murderer.

Some of the citizens desired to detain the boat's crew as witnesses, but the officer in charge gave his word of honor, as an officer and a gentleman, that he would return to the shore with Capt. FARRAGUT and the same boat's crew. The boat was hoisted up as soon as it reached the ship, and the latter immediately proceeded to sea.

Recovery of Stolen Jewelry.

We stated yesterday, says the Troy *Budget*, 22d, that the valuable jewels taken from Mr. and Mrs. KIDD, of Rochester, while staying over night at this house of a friend at Schenectady, early in September last, had been recovered. The matter was early placed in the hands of detective PHILLIPS, KIPP and BATTERSHALL of this city, who immediately went to New York and consulted with Deputy Supt. CARPENTER; they found that a gentleman's pin had been manufactured at one of the shops out of diamond ear-rings, and sent by express to GEO. H. KENNEDY, of Troy. On returning to Troy, it was ascertained that the pin had been forwarded from Troy to Cincinnati, on the authority of a dispatch from KENNEDY and to his address in Cincinnati. Mr. KIDD met the officers at Schenectady, and affidavits were made upon which a requisition was obtained from the Governor of Ohio by Gov. MORGAN for the surrender of KENNEDY. Detectives KIPP and BATTERSHALL took out the requisition; on arriving at Cincinnati they found KENNEDY in jail on three indictments, for shooting with intent to kill, burglary and larceny. In Cincinnati the officers found the diamond pin, sent from Troy, in the possession of a third party, which was recovered, together with $1,200 in all of lost property. On KENNEDY's back was found a fine coat, since identified by Mr. VIBBARD, as the one stolen from him, and on his sleeves KIDD's gold shirt buttons, which were taken out. Officers were there, with a requisition from the Governor of Kentucky, for KENNEDY, as he had been convicted in Covington, in 1853, of burglary and grand larceny, and sentenced to the State Prison four years; and in March, 1854, had escaped from confinement. The Ohio authorities refused to deliver him to any officers, preferring to punish him for crimes committed within the State, on the most serious of which he plead guilty. He would get to the full extent of the law in punishment, from 15 to 20 years. About six months ago KENNEDY was arrested in Troy, on charge of committing a rape on MARY DAUM, which was settled by his marrying her. About three weeks ago, she went into his cell in the Cincinnati Prison to visit him, and she and KENNEDY exchanged clothes—KENNEDY walked out, leaving her in the cell. He was overtaken and put in irons, and she was imprisoned and fined $100 for aiding him to escape.

Fearful Coal-Pit Accident.

An accident recently occurred at one of the pits belonging to Earl GRANVILLE, at Stargreen, Hanley Potteries, England, by which ten men were instantly killed, and ten others severely injured. A "cage" containing fourteen men was being drawn up the shaft of the "Big Pit," while another cage, with six or seven men in it, was going down at the same time. As the ascending cage drew near the surface, the signal bell in the engine room sounded as usual, in order that the engine might be at once stopped. The engine tender was, however, too late in attending to his signal, and the consequence was that one cage was drawn up beyond its proper point, while the other went to the bottom of the shaft with a heavy shock. The ascending cage was drawn up till it reached the wheel over which the rope attached to it worked, and was being taken round, when the whole fourteen men, with one exception, were precipitated beneath. Six fell down the shaft and were dashed to pieces.—Three fell on the pavement at the pit's mouth, and one on the iron pavement and were killed on the spot. Four who were thrown on the ground received fearful injuries. The occupants of the descending cage were all more or less injured by their fall, but none of them were killed. Medical assistance was very soon procured, and everything that could be done for the injured men was done without any loss of time. The engine tender, whose negligence led to the accident, has been taken into custody.

TELEGRAPH DISPATCHES

The Virginia Parade.

Tremendous Excitement.

A TOWN FRIGHTENED BY A COW.

Norfolk, Nov. 23.—A special messenger has arrived here from Northampton, Eastern shore of Virginia, for volunteers, it having been ascertained there that an attempt is to be made on the 25th to run off slaves to Canada. There is great excitement among the white population there.

Charleston, Va., Nov. 12.—Governor WISE left Harper's Ferry this morning, for Richmond, after receiving a dispatch from Governor PACKER, of Pennsylvania, tendering him the services of ten thousand men, and offering to station a guard along the dividing line between Pennsylvania and Maryland. Was returned thanks for the offer, stating Gov. PACKER that Virginia was able to protect her honor. After the departure of the Governor, Col. ELLIOTT addressed the military, telling them that it was possible they might have to undergo arduous and perilous duties, and that he felt satisfied that should the venerable Commonwealth be invaded, they would effectually wipe out the stain.

Last night, at nine o'clock, an alarm was given by one of the sentinels firing his rifle. Military orders were sounded from one end of the town to the other, and caused very great panic among women and children, and some men whose nervous systems have become much disordered by late events. Shutters were closed and lights extinguished in quick time. The excitement continued until ten o'clock, when it was ascertained that the sentinel had mistaken a cow—for a man—that he challenged her, she wouldn't halt, and he fired!

At three o'clock this morning another alarm was occasioned by the report of three guns. A sentinel came running in and reported having hailed three men, who instead of halting, fired at him. Scouts were sent out, but no men could be found, and the town was in an uproar for the balance of the night. The fact is that some of the soldiers regard it as a frolic, and it is believed that some of them were under the influence of whisky, and were playing pranks on their comrades. All has been quiet to day.

Harper's Ferry, Nov. 23.—Major General TALIAFERRO arrived here on the express train, last evening, and assumed, by direction of Governor WISE, the command of the forces. General TALIAFERRO does not supersede Col. DAVIS, but was called by rank to the command of the whole forces. Col. DAVIS has been disfranchised under the anti-duelling act from holding any office, civil or military, in Virginia. He has not dared to an advising officer.

There was a rumor afloat to-day that there was a party of marauders in the mountains, near Cherry River.

Gov. WISE exhibits no sort of fear of rescue, but thinks it best to have a good force on the spot.

Philadelphia, Nov. 25.—Mr. WM. M. HERSTER, Secretary of State, contradicts the report that Governor PACKER had tendered Governor WISE the services of ten thousand men.

Charlestown, Nov. 26.—All is now comparatively quiet. We have exciting rumors occasionally, but are getting used to them. They have been so numerous that if there should be a report of a general attack, the people would most probably think it a joke or a hoax. The Hornet's Company of Richmond, who went back with Gov. WISE, returned here again to-day. Gov. WISE professed to have received information to the return, which induced him to send them back. The barn of THOMAS H. WILLIS was set on fire by an incendiary yesterday and destroyed. Loss $2 000.

Baltimore, Nov. 27.—A steamer arrived from Norfolk to-day, with two companies of troops, numbering 170 men, who will go on to Charlestown to-night, on a special train. Two companies left Charlestown to-day for Wheeling, to guard the Ohio line. The Virginia Cadets, and a company of over a hundred volunteers, went up in a special train this afternoon. These reinforcements will make the force at Charlestown over 1 000 strong. Every car that passes through is searched at all the stopping places in Virginia, for armed men. What new information has been received, has not transpired.

LATER.—It is now said that the new and extensive military movements have grown out of a confident belief on the part of the Virginia officials, that an attack, and an attempt at rescue will be made to-night. Governor WISE and Attorney General HUNTER profess to have received information to that effect.

Later from Mexico.

Flight of Miramon and Marquez.

THE ARMY PRONOUNCED for SANTA ANNA.

Mobile, Nov. 22.—The schooner Mary Clinton has arrived from Vera Cruz 11th inst.

It was reported that President MIRAMON had joined MARQUEZ, and that both had fled the country on board a British steamer, taking the two millions of specie seized by MARQUEZ, whereupon MIRAMON's army had pronounced for SANTA ANNA.

New Orleans, Nov. 23.—Advices from San Augustine, of the 19th inst., state that Gen. TWIGGS has issued orders for a section of light artillery, 4 companies of infantry, and 2 of cavalry, under Major HEINTZELMAN, to march to Fort Morrel on the Nueces, and then to await further instructions.

New Orleans, Nov. 26.—Later advices from Mexico, state that MIRAMON commanded at Queretro when DEJLODA was def eted. DEJLODA with five thousand troops, after defeating a portion of MIRAMON's party, halted for a week, remaining inactive, and thus giving MIRAMON time to re-inforce his troops. There were great rejoicings at the capital in consequence of MIRAMON's victory. It was reported at Vera Cruz that JUAREZ intends asking for the immediate armed intervention in his behalf, of the American government. General DEJLODA was concentrating his troops for a meditated march on Guanajuanto.

Affairs at Charlestown.

Charlestown, Nov. 22.—Yesterday was spent in a grand military parade and review by Governor WISE. During the afternoon, Gov. WISE and his staff had a long interview with the prisoners, urging them to prepare for death, as the sentence of the Court would be carried out without any interference on his part. BROWN declared himself prepared to die, and justified his course, only regretting his error in not allowing the train to pass. COOK was willing to be shot, but was in great repugnance to hanging. STEVENS said that COOK was the only one that he had ever thought of commuting, but he had now determined to hang them all.

Gov. WISE yesterday received a despatch from the Governor of South Carolina, tendering any amount of military aid in defence of Virginia. WISE replied thanking him for the offer, but assuring the Governor that Virginia was able to defend herself.

The Richmond military were all ordered home yesterday, but the people protested, dec'aring that if there was any necessity for them to come, that necessity still existed. The result was, that Gov. WISE ordered two Richmond companies to remain, and also the Petersburg artillery. Several of the Richmond companies started for home this morning, and others will go to-morrow.

Gov. WISE and staff left this morning. He expresses the intention of having a thousand military present on the day of the execution.

Harper's Ferry, Nov. 22.—Evening.—Gov. WISE and staff are here, stopping with Col. BARNUM, Superintendent of the Armory. The Governor states that he has made every provision to protect the community and the prisoners. He has no doubt of a determined and thorough organization throughout the Northern and Western States to rescue BROWN, and exhibits a number of letters from responsible parties in Pennsylvania, Ohio and New York, urging him to be prepared for parties forming in those States.

The Blues go to Martinsburg to-night, and Col. SHUM, of the Virginia Military Institute, with the Cadets, and some howitzers have been ordered to Charlestown.

Gov. WISE will return to Richmond to-morrow.

The Troops for Brownsville.

New Orleans, Nov. 23.—The orders to provide for the transportation of troops to Brownsville have been countermanded.

From Washington.

Washington, Nov. 23.—Our Minister to Spain, Mr. PRESTON, is expected home by the next steamer. The President has given him leave of absence for six months.

There is such information in Washington as warrants the belief that all differences between the United States and Great Britain, growing out of the Clayton-Bulwer treaty, will soon be adjusted through the agency of Mr. WISE, English Minister to Central America. A part of the arrangement was the recent settlement of the boundary of Honduras.

Thos. F. MEAGHER to day brought dispatches to the State Department from Mr. DIRVYNT, Minister to Costa Rica, who, it appears, has made a favorable impression on the Government of that Republic.

The President did not receive visitors to day, being engaged on his annual message, which he expects to finish during the present week.

Fifteen hundred cases are pending in the U. S Court of Claims, but thirteen only are ready for trial.

Judge DOUGLAS is still confined to his room, but is gradually recovering his health.

DANIEL B. MANNIX has resigned his commission as Chief Engineer in the Navy.

The various government offices will be closed tomorrow, Thanksgiving Day.

Washington, Nov. 27.—It is understood that the President's next annual message will not be more than two-thirds the length of that of 1856, which was of reasonable length. It is now ready for the press.

Suicide of a New Yorker.

Philadelphia, Nov. 22.—JOHN D. WINSLOW, agent of SACKETT, DAVIS & Co., jewelers, in New York, committed suicide by shooting himself in the head, yesterday. He had entrusted a box of jewelry, valued at $3,000, to a colored porter to carry to the office of DRAPER, TIFFT & Co. The box not being delivered, he supposed it to have been stolen, and informed the police, who were unable to recover it. Before the commission of the deed he wrote letters to his mother at Providence, his employers and Mr. AMESON. This morning the box was recovered, having been left by mistake, at another jewelry establishment in Market st. cor. Cedar. He was a single man, 26 years of age.

The Wreck of the Indian.

Two Boats Driven out to Sea.

NUMBER OF THE LOST NOT KNOWN.

Arrival of the Passengers at Halifax.

Sackville, N. B., Nov. 25.—The iron steamer Indian, from Liverpool, struck a sea ledge near Marie Joseph, on Monday, the 21st inst.

She had 181 passengers, a crew of 160 men, and 800 tons of cargo, and some specie.

Half an hour after striking, the parted amidships.

One boat was capsized, and several persons were drowned.

Another boat was stove alongside.

Two more boats, with part of the passengers and crew, drifted to sea, and have not since been heard of.

The schooner Alexander, Capt. SPELLEY, was the first to render assistance, and arrived at Halifax on the 24th, with 24 persons on board.

The number of lives lost is not yet known.

The schooner Lutres ran close to the wreck among the breakers, and became herself a total wreck. Crew saved.

Loss of Twenty-Seven Lives.

VESSEL AND CARGO A TOTAL LOSS.

Halifax, via Sackville, Nov. 26.—The war steamer Gladiator has returned to Halifax with the remainder of the survivors of the Indian. The ship has totally broken to pieces, and only a small portion of her stern is visible. Very little of her cargo has drifted ashore, and it is so damaged as to be worthless. Complaints are made of the robbery and plunder of the passengers by the natives, and legal inquiry will be made. The mails have been saved and forwarded via Windsor, in care of the purser. She had eight cabin and thirty steerage passengers. The latter are mostly Germans and Hungarians. The crew numbered seventy-seven men. The cargo consisted of two hundred tons of bale goods, one hundred tons of iron, and the balance coal. The ship ran on the ledge while at a speed of eight knots an hour. The night was dark, the time was hazy, but not thick. The captain was deceived by the soundings, and supposed he was off Cape Sable. When the vessel struck she tore off her bottom and filled almost instantly. The engineers opened the valves of the boilers, thus preventing an explosion.

Boats number one, two and three were got out and lowered, when a sudden crash took place, and the vessel parted amidships. The steerage passengers now made a rush for the boats, and sunk numbers one and two, drowning the engineers, several of the crew and passengers and two women and children.

Boat No. 4, under command of Mr. SMITH, the second officer, was blown off thirty miles. Boats Nos. 5, 6 and 7 were safe. Boat No. 8, Mr. THOMPSON, the fourth officer's boat, reached the shore. Mr. BUGANS', the third officer's boat, broke adrift, leaky, and it was supposed was lost on the shore. A boat with three ladies, accompanied by their husbands, beat about nine hours in a cold sleet and high sea, but landed safely. The forward part of the ship disappeared at six hours.

The mails, specie and everything of that kind, have been lost or stolen. Twenty-seven passengers are dead. None of their bodies have been recovered.

Marie Joseph, the place where the Indian was wrecked, is a settlement of a few houses at the head of a small bay, landlocked by low rocky shores and islands. The waters around are full of reefs, rendering the navigation difficult at all times, and in thick weather impossible.

A small island in the vest, named Barren Island, and having on it one fisherman's hut lies off the entrance to the harbor. A reef of ledge runs from the extremity of the island a considerable distance seaward. It was on this reef the Indian went ashore. According to accounts received from Capt. SMITH and his officers, they had been able to take but one observation on the passage out. On Saturday they had sighted Cape Race. The weather was cold and sleety, when they had run such a distance as indicated they were approaching the shore, Captain SMITH had recourse to soundings and kept the lead constantly going. He states, that he was misled by his soundings, which corresponded closely with all those laid down on the chart for the locality in which he imagined he was, namely off Sable Island. The shock was violent, the ship was going about eight knots at the time. No breakers were seen before the ship struck. The morning was dark, with sleet and hail driving from the land. Immediately after the vessel struck, it became apparent, that she was working so much that she would go to pieces. Preparations were accordingly made to lower the boats and launch them, notwithstanding the remonstrances of the Captain, many of the forward passengers crowded into them.

The cabin passengers, eight in number, including three young married ladies, were calm and self-possessed. The ladies were Mrs. GEDDES, Mrs. PAYSON, and Mrs. MARSHALL; they were accompanied by their husbands, and were saved. Their boat went off the land, and they were exposed for nine hours to the cold, with a gale blowing and a heavy sea. About half an hour after the vessel struck, a heavy roller came in, and lifting the ship about six feet, let her fall on the rocks, when she broke across the paddle boxes into two parts; the bow fell over sideways, while the after part remained entire. Several persons were on the bow, but were rescued by passing a rope over the chasm and hauling them off.

A singular incident occurred here. An aged Irishman, who had a considerable sum of money with him, had been insane for a week previous, from fear of being wrecked. He would frequently pack up his apparel and offer any one money to put him ashore, protesting that the ship would be wrecked off land. After the bow fell over, he was seen sitting on the forecastle deck ladder, with his satchel in his hand, apparently unconscious or unable to take advantage of the attempts made to save him. In a little time he fell from his place, and slid across the deck into the sea, where he was drowned, as he had foretold a week before. Most of the loss of life occurred at the time the ship broke across.

The passengers complained bitterly of the natives for stealing. A store, in which was the baggage taken from the ship, was broken into and the valuables stolen, leaving several of the passengers literally without a change of raiment. The Gladiator took all the passengers at Marie Joseph, and the officers also, and brought them to Halifax. Some had even left in a coasting schooner. The Purser having left in a schooner, with the mails and papers, before the agent of the Press arrived, the list of passengers cannot be given, nor can a correct list of the dead yet be made out in addition to what has been already telegraphed. Arrangements are being made in Halifax to assist such of the passengers as are destitute. The Purser of the Indian supplies the following account:

On the morning of the 21st inst., at 5 o'clock, in hazy but not thick weather, the vessel struck on sad ledges, a great number of irregular rocks almost entirely covered at high water, and over which the waves break with great violence in stormy weather. These ledges are at the mouth of the small fishing harbor called Marie Joseph, about sixty-five miles east of Halifax. The vessel went on without a shock, but with a grinding, rending motion, of which, from her evident that the bottom of the forward part at least was literally torn out. Before the firemen could leave the stoke hole, the water was nearly up to the roof of the furnace doors. In twenty minutes the engine-room was filled, almost up to the highest platform. Boats were got out as soon as possible, but with difficulties.

As nearly as I can recollect, about forty-five minutes after she struck, with a tremendous crash the vessel began to part amidships. Most of the hands left the boat at which they were working and crowded to those which were out. It was at this time that the loss of life took place. The two forward boats, being nearest the steerage, were those to which the steerage passengers crowded. The SHERMAN family, as well as all the other passengers who were lost, were lost there.

While lowering boat No. 1, a premature order was given to cut the rope, and the consequence was that the stern was smashed to atoms against the ship's side, and most of the people in her perished. Port boat, No. 2, which also swung on davits, shared the same fate. One of the davits gave way with the weight of the people in her, and at the same moment with boat No. 1, she was swamped and turned bottom upwards. It is supposed that the engineers were drowned out of her.—Mr. BARTS then brought round his boat to leeward of the vessel, where he was to lay off until daylight would enable him to pick up some men from the wreck, but this he found it impossible to do. He was driven out to sea, and with great difficulty he managed to bring his boat to land about thirty-five miles westward from the wreck. Another boat, in charge of Mr TEBBETS, fourth officer, and another in charge of the boatswain, after vainly endeavoring for hours to return to the wreck, got ashore at Marie Joseph. There was also another boat lowered in comparative safety, but filled as soon as she reached the water.

About daylight the vessel parted completely in two, the forward part falling over almost on its beam, and the after part settling down in about twenty-one feet of water. Throughout the day the passengers and crew were taken off by boats belonging to the place, and through the night they sought to reward themselves by visiting the wreck and carrying off all the silver plate, together with the whole clothing belonging to the passengers and crew. Every effort was made that night to get a boat's crew, but not a single man could be found who would go.

The magistrates are endeavoring to trace the guilty parties, but thus far, unsuccessfully. A boat's crew went out on Tuesday morning, to see if any of the wreck remained, and they returned with the news that not a single plate of the vessel was to be seen.

LATER.

Halifax, Nov. 27.—The Emperor arrived here at noon, bringing the Purser of the Indian with her mails, and also about twenty of the passengers. The The mails will go forward with steamer Admiral to-morrow.

It is impossible to give a complete list, but the following are known to be lost:

PASSENGERS.—LEWIS J MARSH, his wife and two children; Mrs ECKMAN and infant; JAMES DICKSON.

CREW.—JAMES LANG, the joiner; JOHN HIXON, seaman; HENRY CARROLL, seaman; WM. ROSS, third engineer; ROBERT RICHIE, fourth engineer; JOHN MILAN, fireman; JAMES STANDWELL, steward; THOS. L. LOW, chief cook.

Boston, Nov. 26.—The British schooner Wave arrived at this port from Charlottetown, Prince Edward Island, reports having picked up, on the 21st inst., off Mary Joseph, a boat containing five of the crew of the steamer Indian, and brought them to this port.

The Dickenson College Story.

Philadelphia, Nov. 23.—A despatch from President COLLINS, of Dickenson College, says, that the report that one hundred of the students were in rebellion has no foundation in facts. He asserts that the former dispatch was an imposition.

Fire in Boston.

Boston, Nov. 25.—A serious fire broke out this morning in the large building numbered 379, 381 and 383 Washington street, occupied by FOSTER & FRANCIS, clothiers, and THE dry goods, and Geo. STEARNS and A. NEWHALL, manufacturing jewelers.

The upper part of the building was destroyed, and the dry goods stock in the lower story badly damaged by water. The loss, about $30,000, is nearly covered by insurance.

From the Plains—Death of Kit Carson—Indian Troubles—Navigation of the Yellow Stone River.

St. Louis, Mo., Nov. 23.—In St. Louis Republican announces, on the authority of persons just from Fort Kearney, the death of KIT CARSON, the famous mountaineer, which occurred at Taos, New Mexico, where he was living again.

Major SCHOOPSAKER, agent for the Upper Missouri Sioux Indians, arrived at St. Joseph's on Monday. He reports that the Sioux have sworn vengeance against the whites, found in their country.

Major SCHOOPSAKER, so that the Yellow Stone river is navigable for steamers for 900 miles above the confluence with the Missouri, and that goods can be landed within 600 miles of Salt Lake city, and very near several forts in that region.

Fire in Troy.

Troy, Nov. 25.—A large fire occurred early this morning, destroying four stores on River street, near Grand east Division. The following are the losses:—JOHN BOYD & Co., dry goods, about $40,000 insured as follows: Liverpool and London Globe $20,000, Firemen's $5,000, Atlantic $4,000, Merchant's $3,000, Excelsior $3,000. T. GAIR, tinware, millinery and dry goods dealer, loses about $1 000; insured for $3 000 in the Ætna Company. TOM paper store of JAMESON & Co., loss not ascertained; STEVENS' news room, loss about $1,500, insured $1 000 in the Manhattan and $1 500 in the Norwich Office. The buildings were owned by Mr. GRIFFITH and the H. VAN SCHOONHAVEN and LANE estates. The total loss is about $80,000.

Later from California.

St Louis, Nov. 26.—The overland mail has arrived here with San Francisco dates of the 6th inst.

Business was dull, and prices of all articles unchanged. Money was much demanded. The steamer of the 5th would not take out very heavy shipments. The mining season had fairly commenced. Three thousand passengers had arrived at San Francisco from Panama and the north during the three days previous to the departure of the mail.

The telegraph was in operation one hundred and sixty five miles east of San Francisco, on the Sutter-fie route, and was at Camp Beach Dale, two hundred and fifty miles by the last of January.

There was more improvement in San Francisco then at any period since 1854, and the city generally was more prosperous than since the revulsion of 1855. During the month of October one million three hundred and fifty-eight thousand dollars worth of gold was deposited in the mint for coinage, among which there was considerable fine dust over dust. The total shipment of gold for October was three million six hundred and twenty thousand dollars.

Judge TERRY had been indicted and placed under bonds in the sum of ten thousand dollars, for killing Senator SHOMMERCE in a duel.

It was understood at San Francisco that C. K. GARRISON had sold to Commodore VANDERBILT, his entire interest in the steamer on the Pacific side, and this was regarded as an indication that the competition would continue for a long time.

The Public Administrator was pressing a suit in Probate Court to get the control of the estate of Senator BRODERICK. The suit was at the instance of a man named BROWN, who claims the estate as a cousin of Mr. BRODERICK.

The case of the Merced Mining Company vs. JOHN C. FREMONT was under argument before the Supreme Court. The point at issue was of the highest importance as a legal question, independent of the immense pecuniary interests involved. The matter will no doubtless be carried to the Supreme Court of the United States.

The accounts from the Washo Valley gold and silver mines continue variable. New discoveries were constantly being made. Another large amount had reached San Francisco, which was assayed at from two to six thousand dollars per ton. The Comstock vein is regarded as the richest silver mine in the world.

The Grand Jury of Carson Valley have submitted a report to Judge CHARLEMAGNE, and among the subjects treated of are the outrages upon immigrants by the Mormons, and the impossibility of the latter living in harmony with American citizens. The report also calls for remedial legislation on the part of Congress.

Two Days Later from California.

St. Louis, Nov. 28.—The overland mail has arrived here, with San Francisco advices of the 7th inst.

The Governor has ordered an election for the 10th of December, to fill a vacancy in the State Senate. This will be a very exciting election, as it involves the question whether the Legislature shall grant the right to contract bulkheads to protect the harbor of San Francisco—a project involving an expenditure of five millions of dollars.

An association has been formed at San Francisco, with the intention of colonizing the whole State, for the purpose of excluding the Chinese from all employment, excepting the lowest kind.

Business was stagnant, and there had been no sales of any consequence since the departure of the steamer of the 5th inst.

A dispatch from San Francisco, dated Monday, 7th inst., 6 P. M., overtook the mail at Gilroy.

It says trade opened fairly for the first of the week. Light sales of choice bacon were made from the ship. Dacing at 12½ a 13c. June butter sold at 35c. but the market was quiet, and the purchases limited.

The whale ship MASSACHUSETTS, in 84 days from Ochotsk, arrived at San Francisco on the 6th, and furnishes the following information: May 28—Capt. PALMER, of the bark Kingfisher, was carried down by a line attached to a whale, and lost. August 5—Capt. WATERMAN, of the bark J. D. Thompson, died and was buried at Elbow Island. August 29—Capt. SALMON, of the bark Midas, died at Agan. The bark Phœnix, of Nantucket, which has been missing since last fall, was on Elbow Island, Oct. 19th, 1858. The remains of the bark Ocean Wave, of New Bedford, also missing, have been found on Pinale's Rock, ten miles north of Elbow Island. Nothing has been heard of the crew. Capt. HAMDY, of the bark Phœnix, in a letter to a San Francisco paper, says that his vessel was driven ashore in a heavy gale, and soon went to pieces; he and the crew were washed on the island and taken off by the Massachusetts in the spring; they will return by the next steamer. The Ocean Wave was wrecked in the same gale, and there is little doubt that the whole crew perished.

Late and Important from Sonora.

St. Louis, Nov. 26.—The Arizona correspondent of the *Republican* gives the following information from Sonora:—

Captain POSTON, with the United States sloop-of-war St. Mary's had entered Guaymas harbor. On finding that Colonel ALDEN, the acting United States Consul in the absence of Judge HOPE, was not recognized and not permitted to hold the American colors over the Consulate, Captain POSTON insisted on the Prefect respecting his authority. Meeting with opposition, he ordered a flag staff to be erected over the Consul's office, and run up the "stars and stripes." He then informed the Prefect that it should not be taken down without a fight, and it was left undisturbed.

Gov. PESQUEIRA arrived a few days after, when Captain POSTON waited on him, but, not understanding Spanish, and the Governor not speaking English, the interview was very unsatisfactory. POSTON entered a protest against the treatment received by Capt BROWN's party, and would probably be present to aid Capt. EWELL in adjusting the difficulties with PESQUEIRA.

Despatches containing the above information arrived at Fort Buchanan Nov. 10th, en route for Washington.

Later from New Mexico.

St. Louis Nov. 26.—The *Republican* has Santa Fe letters of the 7th inst.

The Indians were still committing depredations on the mails and emigrant trains.

Col. FAUNTLEROY had arrived at Santa Fe, and assumed the command of the department. It was expected that he would take measures to chastise the Indians and prevent further outrages.

Great Fire in Taunton, Mass.

Taunton, Mass., Nov. 27.—A fire broke out early this morning, in the confectionary shop of ANA WATERMAN, and rapidly extended from Weir street to Woodward's Lane, causing great destruction of property. Fifteen buildings were destroyed on Main street, and three on Weir street, including the Concert-Hall. The burnt district extends on the south side of Main street, from Weir street to Babbitt's block, and embraced the most active business portions of the village. Among the property destroyed are two clothing stores, two book stores, two fancy stores, two hardware and furniture, three hat, two boot and shoe stores, and two jewelry stores, two printing offices, two carpet stores and four saloons, together with offices, groceries, dwellings, &c. Doardrell's block was owned by WILLIAM B. DOARDRELL, and was totally destroyed.

The total loss is estimated at $150,000, and the insurance at $86,000.

The Canal Loan.

Albany, Nov. 26.—The Commissioners of the Canal Fund met this morning, and received to advertise for a loan of two and a half millions of dollars, to pay the floating debt of the State. The advertisement is to be for bids both at five and six per cent. The awards are to be made on the 29th of December, and the bids paid in on the 24th. The stock is to be redeemable in six, twelve or eighteen years.—They also resolved to commence the payment of the floating debt on the 20th of December.

Terrific Gale on Lake Erie.

Buffalo, Nov 26.—A heavy gale from the southwest has prevailed here for the past twenty-four hours, and is still blowing with great fury. The canal bridge on Main street is so badly damaged by high water that it will have to be rebuilt. The iron canal bridge on River street is entirely destroyed. A number of houses in different parts of the city are blow down. The new breakwater for the protection of the southern part of the city is almost entirely destroyed, and that portion of the city is several feet under water. The track of the Niagara Falls division of the Central Railroad, on the bank of the river, is impassable, and the passengers are carried around the break in stages. The travel on the Lake Shore is uninterrupted. But few vessels are on the lake.

Later from Havana.

The steamer Empire City, Capt. MCGOWAN, left New Orleans at 10 A. M. on the 24th, and arrived at Havana on the 26th, at 2:30 P. M. Received the mails and passengers for New York, and left the same afternoon for this port, which she reached last evening. The city of Havana was in a state of excitement, predicated upon the coming festivities in honor of the new Captain General, SERRANO, to take place on the 24th, that functionary having just arrived from Spain. Great preparation had been made by the authorities to furnish the new incumbent with a suitable enthusiastic reception, no other item of his proclamation, of course, no other item of news was forthcoming. Freights are quite lower, and Exchanges are quoted as follows: London, 18½ to 19½ ⅌ ct; New York, 2 to 2½ ⅌ ct; New Orleans, ¾ to ⅞ ⅌ ct. The Empire City left in port the following steamers—at Anchorage: The Queen Charter, for New Orleans; Yorktown, for New York, and Isabel, for Charleston. The Daniel Webster, from New York, and Northern Light, from Aspinwall, had not arrived.

Later from Mexico.

By the arrival of the steamship Tennessee at New Orleans, we have Vera Cruz dates of the 22d inst. Minister MCLANE arrived there on the 21st, but remained on board the Brooklyn, in consequence of his family being sick. The report that MARQUEZ had pronounced in favor of SANTA ANNA was without foundation. The report of his seizure of the conducta is confirmed, but that of his escape is contradicted. MARQUEZ says that he is using the money to save the country from the Yankees, and promises to return it from the first duties received at Tepic and Mazatlan, which he intimates he intends retaking.

MIRAMON was at Queretaro waiting for the Liberals, who threatened the Capitol. DOBLADO had been defeated at Guanajuato, with heavy loss. An American officer who was with him was shot or assassinated. COBOS had captured Oaxaca, and the Liberals there had disbanded.

The *Pacayune's* correspondent reports that the French fleet will soon blockade Vera Cruz. MIRAMON, at the suggestion of the French Minister, is to open Alvarada as a port of entry. Insurance policies are to have a blockade clause inserted in them. MIRAMON also proposes simultaneously attacking Vera Cruz.

Anecdote of Gen Scott.

The *Home Journal* publishes the following anecdote of Gen. SCOTT:—

In the best of one of the most desperate battles in Mexico, the General saw a critical point where an advantage was likely to be lost, except by a prompt, though rather dangerous movement. He galloped up to one of the officers of a volunteer corps, and gave the order. The man was willing enough, but, while gathering up his reins, he remarked in the most savory drawl of Yankee dialect—"Well, it does seem to me that I could serve done it better a little while ago!" "Sir," thundered out the General, the words are done and *done*. You've only twenty minutes to live, and for God's sake don't die with such horrible pronunciation in your mouth!" and waving his hand to the astonished captain, with impulsive repetition of the order by gesturing the splendid horseman galloped off to follow up his victory in another crisis of his battle.

The Wreck of the Steamer Indian.

The Boston *Traveller* publishes the statement of JAMES BUGGAN, third mate of the steamer Indian, who arrived at Bo