Daily Appeal.

AN INTERESTING CHARACTER.

From the Boston Traveler, Jan. 7.

We noticed yesterday the arrival in our city of two distinguished officers of the Mexican service, General Trias and Admiral Zerman. These gentlemen are prominent members of the Liberal or Constitutional party.

The companion of General Trias is an officer who has served with conspicuous gallantry in many wars and passed a life of extraordinary activity and variety of incident and fortune. Though his age is six-and-twenty, the admiral would have no difficulty in passing in this country of premature growth, for a younger man, by twenty years, than he really is. A native of Corsica, he early entered the French navy, during the reign of the Great Napoleon, was in several of the bloodiest naval affairs between the French and English, was finally taken prisoner at the capture of the French ship Rhone, and remained in the British prison ship for several years.

On the downfall of Napoleon, he returned to Italy, where he was engaged for some time in the Italian naval service. In the battle of Navarino, he commanded one of the ships in the Italian auxiliary force, attached to the French squadron, and was wounded in the leg.

Always of the Liberal party in Europe, Zerman took a part in the revolution of 1830, in Paris, in behalf of Louis Philippe, whom, considering the long enjoyed. During the reign of that king, he proceeded to Italy and was placed at the head of the government to assimilate the Italian States from Austrian rule, and consolidate them into a kingdom arranged on the same basis as that of the constitutional monarchies of France and Belgium. Philippe had promised his aid to the scheme, in view of his second son being placed on the Italian throne. In expectation of the co-operation of a French army of 30,000 men, Zerman commenced his operations. The Austrians, however, were on the alert, and by a sudden concentration of a powerful army, cut off all reinforcements, and Zerman, at the head of seven thousand troops, was thrown on the defensive.

After many skirmishes and gallant defenses against the overwhelming force of the enemy, Zerman, not having received the promised aid from Louis Philippe, was compelled to surrender. He had both previously badly wounded. He was condemned to be shot, and was confined in a convent with a confessor for three days, in hourly apprehension of being ordered out to be executed; when the French Ambassador, Duke de Montebello, interfered and obtained a mitigation of his penalty to imprisonment at Spielberg. In this dreary dungeon he was incarcerated for three years.

Finally, through the intervention of the French Government, he was released, and returned to Paris, where Louis Philippe employed him in several political and diplomatic trusts, which he discharged with great intelligence and boldness. The most audacious and perilous of these was the conspiracy to abduct the young Queen Isabella from Madrid, during the Espartero Ministry, and transport her to Paris, where she could be placed under the control of her Queen Mother and of the French Government. Doubtless, the shrewd old King, in this scheme, had in view the marriage of one of his sons to the young Queen.

This was the germ of the intrigue which afterwards resulted, as a compromise, in the marriage of the Duke de Montpensier to the sister of Queen Isabella.

Admiral Zerman undertook the perilous enterprise.

His arrangements were fully matured and sufficiently secret. In concert with Gen. Leon, a distinguished adherent of Queen Christina, he proceeded to Madrid, having stationed relays of horses and carriages and a strong force of irregular levies on the roads from Madrid to Bayonne, and having secured the co-operation of the Spanish ladies, who were charged with the care of the young Queen. At the very moment the scheme was in good train, and about to be consummated, one of the ladies of the royal household betrayed them. Espartero immediately marched to the palace with a strong force. Admiral Zerman had just time to escape, but General Leon, losing his presence of mind, was captured and shot.

It became necessary that Louis Philippe should repudiate this abortive attempt, and do so in the most conspicuous manner. Zerman was imprisoned in the St. Pelagie for a few weeks. Finally he was released on his signing a declaration exculpating Louis Philippe from all connection with this desperate intrigue. The day he signed the paper was chosen for him the command of the Turkish fleet in the Black Sea, which was then actively engaged in an attempt to arrest the Russian advance to Silistria; and this position he served with great credit until peace was established between Turkey and Russia. Then he resigned and returned to Paris.

The events which followed the Revolution of 1848, he identified himself with the Cavaignac party and opposed the pretensions of Louis Napoleon with great vigor and earnestness.

The triumph of Napoleon over all his enemies led to the expulsion of Admiral Zerman from Italy, where the Emperor swayed with silent absolute power. He fled with his family to Belgium. Here he placed himself under the protection of the only remaining sovereign of the Louis Philippe dynasty, and revenged himself upon the tyrant, Louis Napoleon, by writing an address to Victor Hugo's celebrated "Napoleon the Little."

A demand was made upon the King of Belgium to the extradition of these defamers of the present sovereign of France, and to save that king-whole host from embarrassment, the exiles determined to leave Belgium. Victor Hugo went to England, where he began a book directed to the French throne, with satirical essays, and satires of every description. Admiral Zerman, preferring a more active life, came to the United States, offered his services, and was appointed by the President of the United States to command the Liberal forces against Santa Anna. Admiral Zerman's own appetite for adventure and revolutionary operations led him to accept this trust. The rapid success of the revolution gave him little chance for displaying his military talents, which he had acquired. On the downfall of Santa Anna, and the accession of Comonfort to the Presidency, Admiral Zerman was placed in command of the naval force in the Gulf.

The Revolutionary Movement in Cuba—What it Amounted to.

From the New York Times.]

Our readers probably remember the commotion excited some ten days since by the rumor that a fresh revolutionary movement was afoot in the island of Cuba, and that the Government of the Island had applied to France for her intervention and protection.

The arrival of the steamer *Julia M. Hallock*, Captain Clark, at the port on Saturday, put us in possession of the fact which led to this ridiculous rumor.

It appears that about thirty-two Americans, who had been induced to go out to Cuba as laborers upon the Railroad from San Jago de Cuba to Timoni, in the employ of the Spanish American Company, which has its head-quarters in this city. It was their presence in Cuba that alarmed the susceptible gentlemen whose report was given by the Spanish New Orleans to the city press. They found that they had been deceived by the agent of the Company, and on representing his affair to the Spanish Consul, were promptly sent back to New York under its charge, but at the expense of the Company.

It appears that immediately, 200 men, to go to the island of Cuba, to work on a railroad. Wages $20 a month and found. Apply immediately to Captain Gordon, No. 120 Wall street."

In accordance with this notice, a number of persons applied to Captain Gordon, who was acting as agent for the company. After conversation with him, they each signed a contract, embracing the following stipulations:

1. That wages were to be $20 a month.

2. They would be "found," that is, provided with all necessary articles, and to receive a free passage to and from on the back *Linda* Stuart, Capt. White.

They left New York, in the bark aforesaid, on the 17th of November, and found reason to complain of the quality of the provisions, food and bedding furnished during the voyage. They reached St. Jago on the 28th of November, and were ordered a cow shed, which they at length in lieu of a very different tenor from the one they had signed here. On the way out they were all requested to represent themselves as Irishmen, the reason for which the Captain also was shown by their refusal to do so, no obstacle whatever was offered to their landing.

Most of them refused to work under this new contract, at the same time declaring their willingness to fulfill the engagements they had made before leaving New York. After a good deal of delay, they were told that they were to go to work at twenty-five cents a day, and to receive nothing else, from bad weather or other causes, they could not work; and that they were to ragge themselves for a year, instead of six months, according to the original agreement. To prevent their being sent off without a supply of food and of clothing which they might need, had a very nearly double its ordinary price. The agent of the company at Cuba informed them that unless they saw fit to go to work upon these terms, they would be put in chains and compelled to work.

Under these circumstances, they appealed to the Governor of St. Jago for justice. They represented the case to him, and told him they asked only such protection as the laws of Cuba afford and of common justice would give them. They showed him how they had been deceived by the company's agents, and asked that the contract which had been made with them in New York should be fulfilled, or else that they might be returned to that city.

On the 15th of December the Governor sent word to them by the Consul of Spain, that those of them who were not natives of Ireland should be returned to the United States—as they had all been introduced to the Island as Irishmen, although there were Germans, Frenchmen, Americans, and even Spaniards among them. On the 16th they were directed to go to the city and embark on the Julia M. Hallock for New York, which they did the next day, and arrived here, after a stormy and uncomfortable passage, on Saturday last.

We understand that they intend to seek redress of the Company for the losses they have sustained in consequence of the non-fulfilment of the contract under which they were induced to go. They have lost two months of their time, which they could very poorly afford to lose, besides the discomfort and anxiety they have experienced. They are now in this city, and will solicit the aid of the authorities in the endeavor to secure justice.

THE BRITISH MINISTER.—Lord Lyons, born in 1817, is two years older than Lord Napier. At the age of forty-two, therefore, he may be considered one of the young men at Washington, for he is unmarried. Lord Napier is removed from a salary of £4,500 in this country to one of £3,600 in Holland—a most undoubted decline, of course, which have yet to be ascertained and stated. Lord Lyons is said to be pecuniarily advanced. He leaves Tuscany, where he was only a third-class diplomatist, (a very extraordinary and unusual plenipotentiary,) to assume the position at Washington of a second-class man, and rises from a salary of £2,000 at Florence to one of £4,500 a year at Washington.

A BOSTON "MODEL" PREACHER.—We copy the following from the Boston correspondent of the Worcester *Spy*:

Mr. Kalloch, of Tremont Temple and East Cambridge memory, spoke on Sunday, upon the certainty of the development of guilt in murders—criminal guilt, more especially. This man's eloquence has been over estimated. His subject in this case was badly chosen; his voice is hard and harsh, although strong. His manner is not sincere, and his arguments are not well based or strongly constructed. His tone is not not generally pleasant, and his inflection is often very bad—even to the extent of not letting his voice "fall" at the close of a sentence or the occurrence of a period. He does not pray, as is the usual custom, just previous to the sermon, and, as I am informed, not at all; but the contribution box is circulated among the audience next before the discourse, in place of prayer, so customary in most other churches. His audience was a large one, but not an intelligent or a cultivated one—indeed, it was not apparently of average intelligence and mental ability. He is not a man calculated to please an assemblage of cultivated minds. His want of energy, both in voice and general appearance, and his comparative coarseness and grossness of style, seem to greatly unfit him for the pulpit, as well as for any beneficial influence upon either mind or heart.

HORACE GREELEY AND THE TRIBUNE.—It is currently rumored that Horace Greeley is about to leave the Tribune, and join McElrath in the Datany, the new weekly journal started by the gentleman who was recently one of the proprietors and the business man of the Tribune. It is well known that Greeley is not the master, but the slave of the Tribune. Mr. Dana and Mr. Dana holds and wields the controlling influence, and subordinates "Old Horace." There are three or four attaches in the Tribune office who occupy a position vastly superior in great endowments to Greeley, and who treat him as an overgrown boy. These facts gives a completeness of probability to the current report of the retirement from the Tribune of its founder, and his entrance upon a new enterprise.—*Cincinnati Commercial.*

SYSTEM OF UNIVERSAL COINAGE.—It appears from a report of the Secretary of the Treasury, that the result of the mission of Professor Alexander to England, to fix the value of the unitary coins of the United States, is not so encouraging as the Secretary had hoped. He remarks, it is for Congress to say what additional steps shall be taken. England invites the United States to submit its plan for the purpose.

PROPOSED SAILINGS

OF THE

British and North American Royal Mail

STEAMSHIPS,

BETWEEN

New York & Liverpool Direct,

AND BETWEEN

BOSTON'S LIVERPOOL.

THE BOSTON SHIPS ONLY CALLING AT HALIFAX,

FOR 1859.

ASIA.....Captain C. E. Judkins.
ARABIA.....Captain Edward G. Lott.
EUROPA.....Captain John Leitch.
AMERICA.....Captain Charles Lott.
ALPS.....Captain James Stone.
AFRICA.....Captain Neil Shannon.
NIAGARA.....Captain Alex. Ballantine.
CANADA.....Captain W. J. C. Lang.

NEW YORK LINE—DAYS OF SAILING.

FROM Liverpool to New York.	FROM New York to Liverpool.
Saturday, 29th Dec., 1858.	Wednesday, 19th Jan., 1859.
Saturday, 8th Jan., 1859.	Wednesday, 26 Jan., 1859.
Saturday, 15th Jan., 1859.	Wednesday, 2d Feb., 1859.
Saturday, 22 Jan., 1859.	Wednesday, 9th Feb., 1859.
Saturday, 29 Jan., 1859.	Wednesday, 16 Feb., 1859.
Saturday, 5th Feb., 1859.	Wednesday, 23 Feb., 1859.
Saturday, 12th Feb., 1859.	Wednesday, 2d March, 1859.
Saturday, 19th Feb., 1859.	Wednesday, 9th March, 1859.
Saturday, 26th Feb., 1859.	Wednesday, 16th March, 1859.
Saturday, 5th March, 1859.	Wednesday, 23d March, 1859.
Saturday, 12th March, 1859.	Wednesday, 30th March, 1859.
Saturday, 19th March, 1859.	Wednesday, 6th April, 1859.
Saturday, 26th March, 1859.	Wednesday, 13th April, 1859.
Saturday, 2d April, 1859.	Wednesday, 27th April, 1859.
Saturday, 16th April, 1859.	Wednesday, 11th May, 1859.
Saturday, 30th April, 1859.	Wednesday, 25th May, 1859.
Saturday, 14th May, 1859.	Wednesday, 8th June, 1859.
Saturday, 28th May, 1859.	Wednesday, 22d June, 1859.
Saturday, 11th June, 1859.	Wednesday, 6th July, 1859.
Saturday, 25th June, 1859.	Wednesday, 20th July, 1859.
Saturday, 9th July, 1859.	Wednesday, 3d Aug., 1859.
Saturday, 23d July, 1859.	Wednesday, 17th Aug., 1859.
Saturday, 6th August, 1859.	Wednesday, 31st Aug., 1859.
Saturday, 20th Aug., 1859.	Wednesday, 14th Sept., 1859.
Saturday, 3d Sept., 1859.	Wednesday, 28th Sept., 1859.
Saturday, 17th Sept., 1859.	Wednesday, 12th Oct., 1859.
Saturday, 1st Oct., 1859.	Wednesday, 26th Oct., 1859.
Saturday, 15th Oct., 1859.	Wednesday, 9th Nov., 1859.
Saturday, 29th Oct., 1859.	Wednesday, 23d Nov., 1859.
Saturday, 12th Nov., 1859.	Wednesday, 7th Dec., 1859.
Saturday, 26th Nov., 1859.	Wednesday, 21st Dec., 1859.
Saturday, 10th Dec., 1859.	Wednesday, 4th Jan., 1860.
Saturday, 24th Dec., 1859.	Wednesday, 18th Jan., 1860.
Saturday, 7th Jan., 1860.	Wednesday, 1st Feb., 1860.

BOSTON LINE—DAYS OF SAILING.

FROM Liverpool to Boston.	FROM Boston to Liverpool.
Saturday, 1st Jan'y, 1859.	Wednesday, 12th Jan., 1859.
Saturday, 15th Jan., 1859.	Wednesday, 26th Jan., 1859.
Saturday, 29th Jan., 1859.	Wednesday, 9th Feb., 1859.
Saturday, 12th Feb., 1859.	Wednesday, 23d Feb., 1859.
Saturday, 26th Feb., 1859.	Wednesday, 9th March, 1859.
Saturday, 12th March, 1859.	Wednesday, 23d March, 1859.
Saturday, 26th March, 1859.	Wednesday, 6th April, 1859.
Saturday, 9th April, 1859.	Wednesday, 20th April, 1859.
Saturday, 23d April, 1859.	Wednesday, 4th May, 1859.
Saturday, 7th May, 1859.	Wednesday, 18th May, 1859.
Saturday, 21st May, 1859.	Wednesday, 1st June, 1859.
Saturday, 4th June, 1859.	Wednesday, 15th June, 1859.
Saturday, 18th June, 1859.	Wednesday, 29th June, 1859.
Saturday, 2d July, 1859.	Wednesday, 13th July, 1859.
Saturday, 16th July, 1859.	Wednesday, 27th July, 1859.
Saturday, 30th July, 1859.	Wednesday, 10th Aug., 1859.
Saturday, 13th Aug., 1859.	Wednesday, 24th Aug., 1859.
Saturday, 27th Aug., 1859.	Wednesday, 7th Sept., 1859.
Saturday, 10th Sept., 1859.	Wednesday, 21st Sept., 1859.
Saturday, 24th Sept., 1859.	Wednesday, 5th Oct., 1859.
Saturday, 8th Oct., 1859.	Wednesday, 19th Oct., 1859.
Saturday, 22d Oct., 1859.	Wednesday, 2d Nov., 1859.
Saturday, 5th Nov., 1859.	Wednesday, 16th Nov., 1859.
Saturday, 19th Nov., 1859.	Wednesday, 30th Nov., 1859.
Saturday, 3d Dec., 1859.	Wednesday, 14th Dec., 1859.
Saturday, 17th Dec., 1859.	Wednesday, 28th Dec., 1859.
Saturday, 31st Dec., 1859.	Wednesday, 11th Jan., 1860.
Saturday, 14th Jan., 1860.	Wednesday, 25th Jan., 1860.

Important Instructions.

The simplicity of your passage to either of the above lines, (and the same in respect to the British lines, to or from Quebec or Halifax, to or from Boston, or California) by or from any point in Great Britain, or the Continent of Europe, to or from any point in United States and the extra bonus of a pair of blankets, (and two extra blankets if you choose) to subject no postage, whether the paper is sent from or received at the office of the Company, or any of its agents throughout the United States, or any other British postage, by a prepay stamp, issued to the British Government for that purpose, (to be delivered by the British Government to the Company at the ports of Liverpool, Boston, and New York, for distribution on the ocean steamers, and to be cancelled by the Company's agent, on the delivery of the letter, or other paper, to the British Government agent, at the port of Liverpool, Boston, or New York, for transmission to the British Government, and