

## THE PATRIOT MAZZINI.

A number of Italian exiles in London, and at their head Mazzini, have lately published an address to their friends in Italy, of a most exciting and interesting character.

It is a bold, manly, and eloquent production, well calculated to arouse the slumbering masses of their countrymen, and to excite them to united and vigorous action, in view of the near approach of a general and simultaneous effort for freedom in most of the Italian States.

Of the peculiar points in this proclamation, not having yet perused it, we cannot with certainty speak, but in the words of the Philadelphia *Bulletin*, whose editor seems familiar with the whole matter; "the leading idea sought to be impressed on the Italians, is the necessity of united action; and nothing is more absolutely requisite, in fact. The struggle of 1848 would have succeeded, and Italy now have been free, if the Italians had been content to fight for either a constitutional monarchy, or a republic. But quarrelling among themselves as to the character of their future government, monarchists looking coldly on republicans, and republicans refusing to assist monarchists, they were easily conquered in detail, and now, as a consequence suffer together under the oppressions of absolutism. The proclamation waives the discussion of what sort of insurrectionary government will be best, but urges implicit obedience to it, whether composed of fifty, of ten, or of five individuals. It denounces federalism, however, and demands a consolidated Italy. It rejects, in advance, the alliance of any prince or state, either in the Peninsula or Northern Italy, insisting on the absorption of all the present governments into one, from Piedmont to Sicily it would have the entire territory concentrated under a general head. The insurrection is to be, according to the proclamation, a social one. Although all class hatreds, all systematic proscriptions, all terrorist movements of every description are denounced.

We trust that there will be no repetition, during the pendency of the approaching struggle, of the sanguinary abuses which stained the path of the terrorists in the first French revolution. The term "social revolution," however, we confess, gives rise to unpleasant apprehensions on this point. At this age of the world, no "reign of terror" will find favor in the eyes of other nations, and the Italian patriots should understand the indispensable necessity of avoiding all occasions for such fears, if they would have the effective sympathy of the friends of freedom in other lands. [Free Press.]

**BRUTAL AND UNPROVOKED MURDER.**—A most shocking murder was committed on Sunday night upon the steamer *Globe*, which for reckless wantonness and brutality is almost unparalleled.

Edward Kenney, the wretch by whom the act was committed, is an Irishman, who resides at Grand Rapids in this State, and went on board the *Globe* as a passenger at Chicago. Refusing to pay his fare, he had some difficulty with the officers of the boat, and evinced a disposition to make trouble; and among other things he persisted in going into the engine room and interfering with the engine.

He had been repeatedly ordered away by the engineers and others about the engine, but still persisted in doing so. When just before midnight on Sunday, he came into the engine room, while the *Globe* was lying at Mackinac, and repeated his offence and was ordered away by Thomas Cummins, 2d engineer of the boat, refusing to go, Cummins laid hands upon him and attempted to put him out, but in doing so received a stab in the groin, which striking the bone glanced off; Cummins clinched with the man, and while in that position, Samuel Robinson, first engineer of the *Globe*, came from the Southern which was lying alongside, and just as he reached the men, and before he had done or said anything, he received a stab from Kenney's bowie knife, which penetrated his heart, causing death in less than five minutes.

Kenney ran on board the Southern, pursued by some persons from the *Globe*, shouting "Stop him—he is a murderer," when Captain Sweet struck the wretch down with a hand-spike, driving his teeth down his throat, upon which he was secured, and delivered into the hands of Sheriff Granger, of Mackinaw, who brought him to this city, for the reason that there were no means of securing him in safety at that place.

The remains of Mr. Robinson were also brought to this city, where his brother, Capt. John Robinson resides, and which was also the residence of the deceased.

Mr. Robinson was a worthy and industrious young man, 28 years of age, and single. Mr. Cummins' wounds are not considered dangerous.

Mr. Robinson had a mother living at Dearborn. His funeral will be attended at the house of Mr. William Kelly, on Cass street, at ten o'clock this day. [Det. Adv., 18th inst.]

The last *Panama Echo* gives a long list of emigrants, then in that city, awaiting the arrival of the California steamers to bear them thence. Some dozen or more of these we perceive, hail from Wisconsin. An immense throng now continually crowds the several hotels of that old Spanish town, once the head quarters of the noted Pizarro. Seven years ago, there were but one solitary Hotel in that ancient city of the Isthmus. Now, through the spirit imparted to it by American enterprise, Panama Hotel, Plaza Hotel, and the Western, Orleans, Cocoa Grove, and Louisiana Hotels, all erected within the past three years. That ancient metropolis of New Grenada, is now full of the bustle of business and activity, which nothing could have created but the acquisition of California by the United States. For a century past it has been going to decay.

Old Panama was built more than three hundred years ago, and was the place of embarkation of Pizarro and his associates for the conquest of Peru.

It must soon become a place of considerable trade, an important link in the great chain of Pacific commerce, which the spirit of American adventure and industry are now reviving throughout all that distant region. [Milwaukee Com. Adv.]

The men who returned to New York city from the late Arctic Expedition, were ignorant on their arrival, of the existence of the Collins' line of steamers, or that there had been any such thing as a great Industrial Exhibition in England.

Bostonians have nominated Webster for the Presidency.

## LATER FROM CALIFORNIA.

NEW YORK, Nov. 17.  
Steamer *Daniel Webster*, from San Juan de Ni, arrived last evening, with San Francisco dates to Oct. 15. She brings 400 passengers and \$117,000, in the hands of passengers. The mining intelligence is not satisfactory. The weather had been unusually favorable, and the yield of gold steadily on the increase.

SAN FRANCISCO, Oct. 15.  
Since the last arrival the market has been very quiet, and demand for goods limited.—Steamer *California* sailed for Panama from this place Oct. 15, with mails, and \$1,900,000 freight and about 75 passengers. Adams & Co. shipping upwards of \$500,000. Since the cessation from duty of the vigilance committee, San Francisco is crowded with bands of desperadoes, and some of the papers are strongly and earnestly appealing to the committee to set at work again. The project of steam communication between San Francisco and the Sandwich Islands was likely to be very soon carried out.

The steamer *Miner* was burned near Sacramento on the 14th Oct. Capt. Clark and one of the firemen were badly hurt. A passenger named D. Brown was burned to death.

FROM OREGON.—The mail steamer *Columbia* arrived at San Francisco on the 14th, bringing \$24,000 in gold, and 45 passengers.

The Indians were continuing their depredations upon emigrant trains, and frontier settlements, and much excitement and alarm prevailed.

BALTIMORE, Nov. 11.  
Fighting still continued at Metamoras at the last dates, and great energy was displayed on the part of Avalos's forces, and there were some signs of flagging by Caravajal, who was fighting his way from house to house, having but one piece of cannon against twelve.

A letter from Brownsville says the revolutionists are a mere band of robbers.

From 1,200 to 1,500 women and children have fled from Metamoras, and are in great distress and destitution.

Gen. Alvalos during the attack, has ordered the Americans in Metamoras to confine themselves to their stores, believing they would give aid and countenance to the Revolutionists.

It seems that the American gave permission for the U. S. Steamer to convey Mexican troops to Metamoras. The Revolutionary leader protested against this, and the order was rescinded.

NEW ORLEANS, Nov. 17.  
We have received dates from the city of Mexico to the 5th. Gov. Lether had assured the Mexican Government that the Cabinet of Fillmore would not sustain the Tehuantepec Company—and it is also stated that the Company are negotiating with the Mexican Government to surrender their claim on certain conditions.

Mexico was in a state of great dissatisfaction in all questions, especially on the Gulf, on account of the prohibiting tariff. Symptoms of insurrection are extending to all parts of the country. News from Brazos has been received that Caravajal had raised the siege of Metamoras, and disbanded his followers, but it is not believed here.

EXTRAORDINARY PERFORMANCE.—The steamship *Northerner* sailed from Panama on the fifteenth of August, with 320 passengers.—On the 18th, at nine in the morning, at a distance of five hundred miles from Panama, and in the vicinity of Cape Blanco, she broke her starboard shaft close to the inner flange; the break occurring on that precise point, allowed the engine to turn the larboard wheel with as much ease and facility as before the accident. By the exertions of the engineer and his able assistants, the broken wheel was secured with chains, the lower sections taken off, and in seven hours from the time of the accident, the ship was under way and running 8 miles an hour. Capt. Randall (formerly of the steamer *Empire*, on Lake Erie) then determined to proceed on the voyage, and arrived in twenty days after the accident, having run three thousand miles with one wheel—a much greater distance than has ever been performed by a crippled ship. [Detroit Adv., 18th.]

THE BROTHERS BIGLER.—These two glorious sons of Democracy, known and honored throughout the land as the standard bearers of the party in the Keystone and Golden States, have commenced a career such as falls to the lot of few men in this great nation, and of which they may well be proud. It is a singular coincidence, and one well worthy of remark, that two brothers, young men comparatively, without the adventitious aid of family or fortune, sprang from the "bone and sinew" of the land, with no other recommendations than their own native abilities and indomitable energy, should be nearly at the same time chosen by the free suffrages of two independent sovereignties, as their Chief Magistrates. Their success, universally conceded to be well deserved, affords an instructive lesson to youth, of perseverance in the paths of industry and integrity, which will sooner or later lead them to success in whatever they undertake to accomplish. [Det. Free Press.]

The bark *Samboul* which sailed from Boston on the 2d August last arrived at Alexandria, Egypt, Oct. 1st, with a cargo of Massachusetts ice—said to be the first ever brought into that port from any part of the world. "All Alexandria, and the region round about," says the Captain of the *Samboul*, "flocked on board and around her, to see the 'frozen water.' The Pacha, the High Admiral, and all the distinguished officers of the government visited the barque and inspected her cargo, and after these, people of all degrees. She was literally swarmed with visitors while a block of ice remained in her."—The entire cargo was purchased by the Government and was all discharged and stored on shore in forty-eight hours after the vessels arrival.

We have an account of an extraordinary criminal trial now in preparation at Berlin, Europe. It appears from the statement given, that Franz Timaschek, a tailor, insured his brother's life for 10,000 thalers. The brother soon after died and was buried, and the insurance was paid.—The police have lately discovered that the death and burial were fraudulent. The insurer, and the physician certifying to the death were arrested at Berlin, and the supposed dead man is said also to have been seized in the foreign country whither he had fled.

One hundred *Cats* were a part of a cargo of a vessel which sailed last week for California.

## THE GRAND RIVER TIMES.

HENRY FENKOVER, EDITOR.  
GRAND HAVEN, MICHIGAN.  
WEDNESDAY EVENING, NOV. 26, 1851.

THE CLOSING OF NAVIGATION.—Our harbor was a scene of unusual bustle on the day of our last issue, the 19th inst., and we left our sanctum at noon to witness the simultaneous departure of sixteen of the noble craft, bound for Chicago for the last time this season. The merry sound of the "heave-ho," the clanking of the windlass heaving the heavy anchor, the shaking of the unfurled canvas in the wind, the stentorian voice of the officers giving their various orders, and the "ay, ay, sir" of the active seamen, were sights and sounds contrasting strangely with the unbroken stillness of nature around, which appeared barren and solitary, no more to echo these "notes of preparation" or to witness man's stirring industry, till the winds of March waft back again these castles of the deep.

In the van was Capt. "FRED," with the *Telegraph*, to announce the coming fleet; next followed the "Lizzie," making her thirty-ninth trip of 218 miles within less than thirty weeks, and averaging 80,000 feet of lumber from this port to Chicago; next came the *New Hampshire*, her successful rival, making as many trips in the same time; then the *Hilliard*, which has run from port to port, 109 miles in eight hours; then the three masted *Octavia*, of Kalamazoo, running here on account of shallow water at her own harbor; then the *Walker*, which has walked the water successfully for numerous years and is yet a staunch craft, profitable to the owner whose name she bears; then the brig *Olive Richmond*, of her we say ditto; then the little *Venus*, early and late on the Lake like the morning and evening star; then old "Tom Benton," as great a veteran in the trade as "Old Bullion" was in the Senate; then the light *Gazelle* and the fleet *Reindeer*, both deserving their names; then the Vermont, always the favorite of passengers for her good qualities; then the Illinois, the "Lizzie's" sister and ahead of her in sailing qualities—several remain to complete the list whose names we did not learn. There remains in port the brigs *Enterprise* and *Ann Winslow*, and the schooner *Amanda Harwood*, all to follow in a few hours. Besides this score of vessels there are several regular traders and two steamers on the west side of the Lake, making in all a larger and better fleet than any port on this Lake can boast, except Chicago. The amount of lumber exported this season cannot fall much short of 35,000,000 feet, besides about 15,000,000 shingles; also large quantities of lath, wood, bark, staves, shingle bolts and vast quantities of plaster, flour and other produce from the upper country. Grand River is the grand river of Michigan, and Grand Haven being the grand haven, it should be the terminus of the grand Northern Railroad, to bring Milwaukee nearer the Atlantic by way of the Canada road, than any city West of Michigan; and when the plank-road connects Kalamazoo with the Rapids, we will give passengers a four hours trip to Wisconsin, in a crack-boat to be built this winter. It is worthy of remark here that not the slightest accident has happened at this port, during the 8 months of a navigation, notwithstanding such tempestuous weather in the spring and fall, the harbor being as accessible by night as by day, by the provision of range lights. With an appropriation which we expect this winter for piers, we shall become the key to unlock the stores of the wealthy resources of northern Michigan, unequalled in the same extent of territory in the world. Let our river folks bestir themselves to put through the Northern Road and secure the counties east to the Rapids, which is soon destined to become the second city of the Peninsular State. "So mote it be."

The inhabitants of this place were on tiptoe on the evening of the 21st inst. A large share of anxiety felt and expressed for the fate of a propeller, and those on board, whose lights were distinctly seen through the mist and squalls, by many during the evening; rolling and dashing as the storm disturbed element roared a death knell to the ear of all. "She cannot ride out the storm," says one; "she will be on the beach in the morning," says another; "all of my goods are gone," says a third. The following morning, nature's observatory was thronged with almost breathless gazers; but nothing discovered of the supposed doomed vessel, and nought was brought to light to allay the feelings of anxiety, until about 12 o'clock, when it was discovered the light seen dancing upon the wild waves was a large lantern, in the hands of our Government Officer, at the beach of the Lake, chasing coons for the skins to manufacture into a banner, for his private use during the next Presidential campaign. SOPHRONTUS.

Messrs. BARNES & ANGEL.—I want to offer a challenge to Ottawa County in a matter in which I am desirous to be met, and willing to be worsted. I pulled a white sugar-beet in my garden yesterday, that when washed clean and without the tops weighed eleven and a half pounds, and measured twenty and a half inches in circumference, and a beet of about half the size, green, in immediate contact with it. This is on the "good for nothing soil" of Mill Point. If any man will beat this beet, I will "come in stays." The beet can be seen at my store. Mill Point, Nov. 11, 1851. L. M. S. SMITH.

Mr. EDITOR.—The season is fast drawing nigh which is a day of rejoicing to most of the inhabitants of this place and vicinity. That time is the "close of navigation." Some perhaps will start at this remark, but it is not true. Even he who utters a regret as the chilling season curdles the waters around, that a long winter is before us, will find lurking behind the thought a sweet rejoicing for the day. I am aware that many who pay an occasional visit to this place imagine, we, the inhabitants, drag out a miserable existence for the space of three or four months each year. They seem to think we burrow, something as does the badger, and do nothing but eat and moan for the white winged messengers from the other side Jordan; in this they are much mistaken. How often is the inquiry made by such, "what do you do in the winter? is it not lonely down here?" &c. I know the inhabitants in this little world one side are few, but the greatest portion, are those that during the season of navigation are diligent in their business, from early morn until late at night; here there is no ten hour city system, no custom to open stores, shops &c., at seven and close at eight, giving respite to the man of business and recreation to the clerk or apprentice. The body is wrought upon by constant labor and toil during the navigable months, until each look care worn, weary and exhausted. All rejoice that the time has arrived when rest, quietness and a little solitude, if you so please to call it, is or may be ours, with sufficient employment to fan into vigorous exercise the mental faculties of our natures; the body regains its wonted strength, the mind is being strengthened and expanded by the perusal of the various periodicals of the age and a well selected library. The merchant and forwarder rejoices; they can seat themselves in their counting rooms without fear of being aroused by the nerve thrilling whistle of the propeller, or the clatter of the steamboat bell to a night of drudgery—but free from excitement they can have the opportunity, for they esteem such the bright spots of existence and look often forward to this time, when they can undisturbed extract and hive knowledge from the flower fields of literature. The mechanic rejoices and labors not in fear his customer will be left behind to his great disadvantage by the first conveyance, unless he burns the midnight taper or wakes up the morning with artificial light. The lumberman rejoices that care in a great measure has gone over to await the forthcoming of spring time. The landlord rejoices that the small hours of morning are not lost in drowsiness, "setting up" for the doxology of his crowd, busy here and there with the merchant, mechanic or vessel—he too can find leisure to reap a harvest in literature and fill the mind with something more than unpaid bills and slippery customers—he can now retire with an understanding that he can sleep all over, not expecting to be disturbed by the "heave-ho" of the sailor or the hurrah of the ever wakeful captain, knocking admittance for his passengers. The sailor also rejoices as he looks back through his hair-breadth escapes and perhaps upon deeds of daring to save a fellow shipmate from the yawning abyss, and laughs at the element over which he has toiled and watched, which now seems to wear the garment of the Greenland-er's foe; he too has sufficient time, and he improves it, to take in ballast for the mind, rattle down the main rigging of the man and trim his sails to the breeze of knowledge.

Yes—all, all rejoice in full view of our winter employment and pastime and are ever happy in the anticipation. CONTENTMENT. Grand Haven, Nov. 22, 1851.

We are pleased to learn that our friend and fellow citizen, M. B. HOPKINS Esq., was on the 20th inst., at Grand Rapids, admitted to practice as an attorney and counsellor at law, and solicitor in chancery in the several courts of this State, by his Honor, Judge PRATT, while presiding in the Circuit Court of Kent Co., in the place of Judge MARTIN. WILLIAM MACK Esq., of Grand Rapids, was also admitted at the same time. Mr. HOPKINS was recently from Kane Co., Illinois, where he read law, and then practiced his profession over two years, previous to his coming to this State. We speak for him good success and fat fees.

The *Hurricane* is the name of a new clipper-built ship, 1900 tons burthen, recently launched in New York. She is modelled after the yacht America, and is expected to out-sail anything afloat. Her first voyage will be to San Francisco, thence to Canton and thence home.

FRUIT.—The fruit crop of Ohio this season is an entire failure, and apples are imported from other States to supply the market. New York, the Eastern States, Michigan and Indiana, are depended on for a supply.

The New Orleans *Bee*, of the 20th, learns from a private letter from Havana, that Juan Castanedo, the person who captured Gen. Lopez, was assassinated some days ago, while traveling in the interior of Cuba.

The new wonder, advertised for speedy appearance in Paris, is a young Russian pianist who can play a quartette upon the piano—being born with four arms and ten fingers on each hand!

MONTPELIER, Nov. 18.  
An act to authorize banking has passed both Houses of the Legislature. It is similar in its main features to the general banking law of Massachusetts passed last winter.

It has been beautifully said, that "the veil which covers the face of futurity is woven by the hand of Mercy." Seek not to raise that veil, therefore, for sadness might be seen to shade the brow that fancy had arrayed in smiles of gladness.

SAULT ST. MARIE CANAL.—The subject of this important and almost indispensable work, is vigorously agitated by our enterprising fellow citizens of the Upper Peninsula. On the evening of the 8th inst., a public meeting was held at the Van Anden House, at the Sault, at which Judge Ashmun presided, Messrs. Sherman and Coburn Secretaries, and Messrs. Ashmun, Knox, of Philadelphia, Thatcher, of Boston; Messrs. Whittlesey, Cash, and Hanna of Ontonagon, Mr. Faren of Jackson, Judge Pratt of Detroit, and Mr. Sinclair of Cleveland, were the Committee on Resolutions. Judges Pratt and Ashmun, and Messrs. Thatcher, Coburn of Indianapolis, Stevens of Ontonagon, Brooks of Eagle Harbor, and Sherman being called upon, addressed the meeting.

A petition and memorial were got up for presentation to Congress. The benefit of such a measure is incalculable. The immense water power there, mills, factories, for machine shops, and for making the finer mineral paints, and property generally on the whole Lake will be doubled the moment the Canal is complete.

We trust that Congress will give heed, this winter, to the again repeated demands of our Senators and Representatives for an appropriation to carry forward a work of such moment, not only to Michigan but to the entire Union, as this Ship Canal. [Free Press.]

N. Y. ELECTION.—The New York papers of Friday last concede the success of the democratic state ticket.

The Albany *Evening Journal* (whig) of Thursday says it expects to be able to give the full vote on each candidate in its next issue. It says, also, that the whole Whig state ticket is beaten by majorities ranging from 50 to 1,500.

The political complexion of the Legislature is yet unknown. The better opinion seemed to be, at the last advices from Albany, that both branches were about tie.

The Buffalo *Express* (whig) of Friday says:—Enough appears upon the returns published to show that the Locofocos have achieved a substantial victory. It is possible that the vicissitudes of the canvass may bring out some whig candidate with a majority.

The Albany *Evening Journal* asserts that the Administration men defeated the whigs in New York, and the Albany *Register*, the Administration organ, charges it upon the Seaward & Scott men. [Free Press, 17th.]

The following is the decision of Judge Nelson, of the U. S. District Court, at New York, in the important case of the Methodist Book Concern. It will be remembered that the case was argued several months ago by George Wood and Rufus Choate, Esqrs., for the defendants; and the Hon. Reverdy Johnson, for the complainants.

Upon the whole, the conclusion of the Court is that the complainants are entitled to their share of the produce of the Book Concern; and a decree will be ordered accordingly. Whether the fund shall be administered by an application of the produce *pro rata* or by an apportionment of the capital are questions reserved until the settlement of the decree.

The decision concludes by expressing the hope that an arrangement may yet be effected in a spirit of harmony and Christian feeling, without the legal enforcement of the decree.

DEATH OF HON. J. S. FENTON.—We are pained to announce the death of Hon. Joseph S. Fenton, who died at the residence of his son, Lt. Governor Fenton, on the 14th inst., at Flint.—The death of this highly esteemed citizen will be severely felt by the State, of which he was a most worthy and estimable citizen. He was a member of the last Legislature, and secured the respect and confidence not only of his constituents, but every one who was honored by his acquaintance. To the bereaved family of the deceased, who have so largely shared the respect of our State, we extend our earnest sympathies. [Free Press.]

POLITICAL GOSSIP.—Mr. Webster, it is understood, does not desire a longer charge of the State Department. He would not object to a quarrel with Mr. Fillmore; but rumor says Mr. Fillmore is positively averse to taking any more of that kind of business on his hands. Mr. W. then must remain where he is; Mr. Fillmore's good nature has positively overcome him; he must remain Secretary of State, anyhow, till next winter. Mr. Webster and Mr. Fillmore are political friends then, which is more than can be said of any other leading whigs of the present day. [Free Press.]

The St. Louis *Union* says that Col. Fremont has completed and confirmed the sale of his *Mariposa* tract of gold land in California. The sale was made to a company in London, for one million of dollars; one hundred thousand of which (that being the first instalment) is to be paid to Col. Fremont in the city of New York, on or about the 15th of this month. Col. Fremont may now be considered among the wealthiest millionaires of the United States. He has, besides the *Mariposa* tract just sold, a vast amount of property in San Francisco.

George Ellison, a veteran sailor, died on the 26th ult., on board the United States receiving ship Ohio, of disease of the heart, after an illness of only 15 minutes. Ellison was a boatswain's mate in Commodore Perry's flag ship on Lake Erie, and pulled an oar in the boat which carried Perry from the Lawrence to the Niagara. He was with Commodore McDonough, on Lake Champlain, and has been forty years almost continually in the service.

A survey or reconnaissance is now in progress at Sault Ste. Marie, of the proposed Ship Canal, by Wm. Wiley Esq., of the Central railroad, who left here for that purpose some days since. Mr. Wiley's experience as a practical engineer will doubtless be of essential service in the matter, and his report is expected to be laid before Congress at its approaching session, in behalf of this much needed improvement. [Det. Free Press.]

The Governor General of Canada has issued three proclamations, the first, dissolving the Provincial Parliament; the second, calling a new Parliament—writs to be date on the 6th inst., and returnable on the 24th proximo; and the third summoning "the Legislative Assembly to meet at Quebec, on Wednesday, the 24th day of December next." [Free Press.]

Mr. Winthrop is defeated in Massachusetts, there being no choice of Governor by the people. [Free Press.]