

A man, known by the name of Jack the Cook died during the week at the Dunstan Hospital from the effects of a kick from a horse at Mount Ida Valley.

The brother of the notorious Sullivan was recently arrested in New South Wales on a charge of burglary.

A prisoner of the Crown, named Adams, who was at work at Lyttelton, making an excavation, was killed through a fall of earth.

The first number of a new evening journal called 'The Globe,' published by the Press Company, appeared at Lyttelton on the 1st instant.

The 'Hawke's Bay Times' states that the number of scabby sheep at large on the East Coast belonging to Maoris amounts to over 20,000.

A freak of nature has been exhibited in the city during the week, in the shape of a sheep possessing six legs and two heads.

Bateman, who shot the French Commandant at New Caledonia, has been sentenced to ten years imprisonment.

Arrangements are being made by the Auckland Steam Packet Company to run a steamer between Dunedin and Fiji.

The total revenue of Hawke's Bay for the year amounted to £86,000.

The Government 'Gazette' notifies the disbandment of the Dunedin Scottish Rifle Volunteers.

Josh Billings, the American humorist, literary career, has been singular. Until he reached his forty-fifth year he had no more idea of writing for the newspapers than he had of applying for the professorship of dead languages at Yale College. He now ranks as one of the funniest men at large.

Messrs Hoe and Co., of New York are building a printing machine for the London 'Daily Telegraph,' capable of printing 20,000 in the hour. The cost of the machine will be £17,000, and as the 'Telegraph' has the largest circulation of any paper in the world, it purposes having ten such machines, so as to be able to supply 200,000 sheets every sixty minutes.

Sixteen thousand Hindoos have petitioned the Viceroy to double the excise duty on spirits.

Out of 106 men who have attained mathematical honors at Cambridge, and 29 who distinguished themselves in law and history tripos, there were 46 boating men, 15 cricketers, 10 foot ball players, and 18 others who devoted themselves to other athletic sports.

There are 32,000 of the Ancient Order of Hibernians in Pennsylvania.

It is reported that the first 10,000 copies of Mr Foster's third volume of the "Life of Charles Dickens," were sold in less than a week after it appeared.

A CHINESE newspaper is about being established in San Francisco. Several thousand different characters are included in the Chinese fount, so that compositors must serve rather a lengthened apprenticeship before being proficient.

The English rate of births is nearly double that of the French.

The City Council of the Japanese Capital has passed an ordinance directing all children to be labelled with their parents' names and residences.

A letter from Christiania in Sweden, addressed to Melbourne, has to pass through from twenty to thirty post-offices, belonging to nine different Governments, speaking seven different languages.

The most accurate map of the moon has just been completed at Athens. It is over two yards in diameter, and so marvellously done, that the minutest parts may be examined by a lens without showing any defect.

The Japanese have so closely imitated the English, that even on their railways the porters are dressed with dark green corduroy.

The Siamese like the Chinese, wear their finger nails very long. The ladies have them sometimes tipped with silver.

There are in London 5671 auctioneers, and each of them paying a duty of £10, creates a total of £56,710.

The late Imperial Parliament existed 5 years and 48 days, during which period 54 members died, 23 resigned, 31 were unelected, 15 accepted office, 18 succeeded to peerages, 11 succeeded to Baronetcies, 6 received the honor of Knighthood, one member changed his constituency, 4 boroughs were disfranchised, and 135 new members elected.

DATH OF A RELIGIOUS.—Miss Mary Walsh, in religion Sister Mary Teresa, died at the Goulburn Convent, New South Wales, on the 28th of April, at the early age of twenty-five. She was the eldest daughter of Mr P. Walsh, Kikimuh, Lachlan district. She entered the convent as a boarder at a very tender age, and having finished her education, she returned to the world to assist in managing the domestic affairs of her father's house; but the world had no attraction for her, as she felt she was called to a higher and more perfect state of life and after four years she returned to the Convent, and asked to be admitted as a Postulant. After the usual time of probation, two years, she was permitted to make her vows of religion, to consecrate herself entirely and forever to God's holy service, and she became a professed Nun of the Order of Our Lady of Mercy in 1871.

The 'Waterford News,' of the 20th March, says:—"We deeply regret to announce the death of the Rev. James Kelly, which took place at Ballymacart, Old Parish, on Saturday, the 14th March, at which the following clergymen officiated:—Celebrant, Rev. R. Power, C.C., Ring; Deacon, Rev. M. Power, C.C., Ardmore.

The Rev. M. Flynn, C.C., St. Mary's Athlone, has been presented by the Confraternity of the Holy Family, Athlone, with an address and a watch and purse.

The Presentation Nuns in Maryborough, Queen's county, are making an appeal to the public for aid to enable them to enlarge their convent.

The Rev. Richard Comerford, late Catholic Curate at Cahir, has been appointed P.P. in the parish of Newtown, Kilmacothomas.

The Pope is recovering from an attack of fever and ague. He is able to take exercise.

WRECK OF THE SHIP BRITISH ADMIRAL.

SEVENTY-NINE PERSONS DROWNED.

(From Melbourne papers.)

YESTERDAY, shortly before one o'clock, a telegram from Queenscliff announced that the ketch Kangaroo had passed inward from King's island with nine shipwrecked men, the sole survivors of 88 from the ship British Admiral, wrecked off King's island, bound from Liverpool to this port. The British Admiral was very unfortunate at the commencement of her voyage, as she originally left in January, but, losing several spars in the Bay of Biscay, put back to Liverpool, when, after refitting, she left finally on the 20th of February, with two saloon, eleven second cabin, and thirty-six steerage passengers, and a crew of thirty-nine, all told. Nothing particular occurred until off the Cape of Good Hope, when she was, during a gale, struck by a heavy sea, which so shook the ship that Captain Taylor expressed himself afterwards that he thought it had injured his chronometer, but everything went on well until the morning of the 23rd May, when the ship was lost. Almost immediately after she struck, the captain observed to Mr O'Grady, the saloon passenger saved, that it was an awful thing, and could attribute it to nothing but his chronometers being out. The ship was an entirely new vessel of 1,751 tons register, built by Messrs Royden and Co., of Liverpool, for the British Ship-owners' Company (Mr James Beazley, managing owner), and was fitted up with the latest improvements. The British Admiral was commanded by Captain Taylor, who was here about two years and a half ago in the ship Junna. Probably a large quantity of cargo will be saved. When the survivors left, there was a considerable quantity strewn along the beach. The following particulars are gleaned from the master of the ketch M. Wishart:—On the 25th May was lying at New Year's Island, when one of the hunters brought information of wreck. Immediately got under way, and proceeded to examine along the coast line; found the vessel had gone ashore on the west side of the island, about four miles south of where the Netherby was lost. During the day Mr O'Grady was seen, and picked up in a very exhausted condition. He stated that he had left another man, named Jones, some distance behind. Took Mr O'Grady to Harry Wright's house, and found that Jones had got to the lighthouse; then went along the coast again to as far as Currie's Island, where five men, including the third officer, were found. Received information that there were two more men in the bush, so walked about 15 miles along the coast, when seven bodies—two men, two women, and three girls—were picked up and buried. Two missing men found their way back the next day. The ketch was kept at anchor in Currie's Harbor until Saturday. During that time the whole of the hunters on the island and the lighthouse-keeper were communicated with; and, as no other survivors had been seen, it was concluded that a start for Melbourne should at once be made, and the ketch left during that day. Owing to the intense darkness which prevailed at the time of the disaster, and the consternation and confusion which ensued when the vessel struck, the survivors appear to have a somewhat indistinct recollection of what actually transpired outside their own immediate experience. Joseph Cunningham, one of the crew, states that a strong westerly wind was blowing during the night, and Captain Taylor was on deck, expecting every moment to sight Cape Otway. The vessel was then under easy sail and the passengers all below, there not being the slightest apprehension of danger. About three o'clock the man on the look-out shouted "Land ahead!" and it was soon discovered that the ship was standing right on to King's Island. The watch turned out, and the captain gave the order to "let go the sparker-sheet, and to wear the vessel round on the other tack." This was no sooner done than the look-out man again shouted "Breakers ahead!" In a short time the vessel struck. She was then about six miles from land. The captain at once gave the order to clear the boats and call up the passengers. A heartrending scene ensued. The unfortunate people, with nothing on them but their night-clothes, came rushing up from below, terror-stricken, expecting the vessel to sink every moment. The seas washed clean over the ship, which labored dreadfully, bumping and grinding against the reef. Cunningham, the second mate, and three or four others, cut away one of the boats and jumped in, and succeeded in pushing her off clear of the doomed ship. There were in the boat, along with Cunningham, Baker, the second mate; O'Grady, passenger; Jones, seaman; Arthur Wellesley, seaman; Wm. Tyrer, and a boy named James Dutton. O'Grady had been in the mizen rigging, and seeing the boat pass near the side of the ship, he let go his hold, and fortunately dropped into her. The boat was tossed about like a cork by the violence of the waves, but it kept drifting towards the land. Crossing a reef a dreadful sea struck, and upset her. Cunningham, Jones, and O'Grady contrived to swim about for a time, and at last regained the boat, which now floated bottom upwards towards the shore. They reached land in an exhausted state about eight o'clock. When O'Grady was about to jump into the boat, he saw W. Nicholson, with a number of children beside him, crying for help. Mr Nicholson was asked to leap into the boat, but he declined, saying he would stay by the youngsters.—Charles McEwan, the third mate, was below in his bunk at the time the ship struck. He jumped up and ran on deck, where he found everything in a state of confusion, and the captain standing on the poop giving orders, which no one could hear for the noise of the elements and the plunging of the vessel. McEwan saw at once that there was very little chance of the vessel being saved, so he ran down to his bunk, put on some clothes, returned to the deck, and made for the rigging of the foremast. On his way he passed the captain, who was engaged with Woods, the carpenter, sounding and testing the pumps. It was clear that the vessel must go to pieces shortly, and, as the remaining boats were either washed away or stove in, the only resource left was the rigging. This was soon crowded with human beings, hardly any of whom had anything on but their night-dresses. The mizen rigging had the greatest number clinging to the ropes, and endeavoring to obtain a footing. The chief mate, Charles George, was seen with two or three others to make a desperate attempt to clear the gig, but an