

BUCHAREST, AUG. 18. Though he accounts from Constantinople agree in affirming that the Porte persists in the principles of its declaration, and that the ultimatum of the three Powers will be rejected, many persons think that the Divan intend to wait till the moment of executing the measure resolved upon, and that it may then accept the proposals of pacification.

There is now in Paris a female, named Elizabeth Thomas Cordieux, a native of Savoy, who was born on the 6th December, 1714; and who is, in all probability, the French say, the Divahne (the senior) of the human race. Her face is not more wrinkled than of a female half her age, her sight is good, her appetite excellent, and she can walk ten miles a day without exhibiting fatigue; she does not make use of a stick to support herself; and it is really true that she has trugged all the way, on foot, from her native mountains to the metropolis of France. She passed through Lyons and Dijon, where she attended the theatres at the desire of the managers, who made her a liberal compensation for the benefit they obtained from her presence, people coming from all parts to behold the senior of the human race. The aged dame has been already presented to the Dauphin, Dauphiness, and the young Duke of Bordeaux. She is to go round the theatres for her own benefit and that of the managers, who expect to reap a great profit from exhibiting her to the public.

Religion.—The following estimate appears in a work (said to be compiled from official documents) which has been recently published in France, on the subject of the religious persuasions of the population of Europe:

England & Wales,	6,000,000	Church of England
	3,000,000	Dissenters
Scotland,	1,500,000	Presbyterians,
	500,000	Other Sects,
Ireland,	5,000,000	Church of England
	5,500,000	Catholics,
	800,000	Presbyterians,
	300,000	Methodists, &c.
Spain,	11,660,000	Catholics,
Portugal,	3,173,300	Catholics,
Austria,	14,000,000	Catholics,
	2,000,000	Protestants,
Hungary,	4,270,000	Catholics,
	3,646,000	Greek Calvinists,
		Lutherans, &c.
German Confederation,	6,700,000	Catholics,
	6,750,000	Protestants,
Low Countries,	3,500,000	Catholics,
	2,500,000	Protestants,
Prussia,	6,000,000	Lutherans,
	4,500,000	Catholics,
	1,000,000	Calvinists, &c.
Switzerland,	1,167,000	Calvinists,
	580,000	Catholics,
Sweden and Norway,	3,550,000	Lutherans,
Denmark,	1,700,000	Lutherans,
Italy,	20,210,000	Catholics,
France,	30,853,428	Catholics,
	659,000	Calvinists,
	280,000	Lutherans,
	51,000	Jews,
Russia in Europe,	39,000,000	Greeks not Catholics,
	8,000,000	Catholics,
	2,500,000	Protestants,
Turkey in Europe,	3,274,000	Mahometans,
	2,500,000	Christians.

As the Acts of incorporating the Company now permit the stock to be held by persons of all countries, and as the success of a measure, so greatly facilitating intercourse between Europe and America, has been viewed with the greatest interest by several distinguished citizens of the United States, a powerful co-operation from that quarter may be, not unreasonably, expected.

If you or any of your friends are disposed to take a concern in it, the Directors are willing to receive them on the most liberal terms.

I am, Sir, your very ob't. serv't.
By order of the Directors,
GEO. ROWAN, Sec'y.
To the Editor of the Albion.

PROSPECTUS OF THE AMERICAN AND COLONIAL STEAM NAVIGATION COMPANY.

FOR 1827.
The Directors of the American and Colonial Steam Navigation Company, having now arranged matters with those subscribers who signified their intention of withdrawing, and having paid all the claims, beg leave to lay before the persisting part of the Company, the prospectus which enable them to propose an extension of their stock, and the resumption of the original objects for which they associated.

Having obtained by their two Acts of Parliament the right of purchasing vessels, of registering under the British flag in the name of the directors, and of limiting the responsibility to the extent of the subscription...rights which no other association of this kind has obtained, and which, but for the important national benefits expected from it, would not have been granted to this Company:—with having also the right of proceeding as soon as funds for the purchase of one ship are obtained, instead of waiting for the subscription of three fourths of the capital, and without the obligation of a heavy contingent fund, by the want of which powers the operations of the original Company were paralysed, the Directors consider, that the advantages which have been universally admitted to attend the undertaking by all persons acquainted with the subject, have been materially increased; and that the Company is now placed in a much more favourable situation than before.

From no cause has the Company suffered so severely as from the injudicious disposal of the shares: a large proportion was unfortunately granted to persons whose views, soon after, were not directed to the effectual prosecution of the undertaking, but the immediate profit that could be made in the speculating agitation of that period. These persons have now retired, and the Directors will exercise more vigilance in the future appropriation of shares.

To the public who may wish bona fide to prosecute this great measure, the Directors offer the following statement of their funds, and their views, and prospects of success.

By the amended act of Parliament, the capital of the Company is limited to 2,000,000 shares, of £50 each; each of the old shares of £100 being reckoned for two.

The Company are allowed to proceed whenever a payment has been made into the hands of the bankers, to the extent of £20,000 0 0. And as in this sum credit is given for the whole payment that has been made on the old shares, of which 750 still continue, having paid £10 each 7,500 0 0. The sum therefore actually wanted, to permit the Company to resume its operations, is 12,500 0 0.

The stock and funds of the Company at present, including the expence of obtaining their acts of Parliament, as certified by the auditor's statement, 4,715 0 0.

By which it appears that the value of each of the new shares is about £3 3s.

It is proposed to raise a subscription for 4500 shares, and to call for a deposit on each of £3 3s. which will more than complete the preliminary fund before mentioned.

The stock of the company will then be held in 6000 shares, being only one half of the number to which the extent of the capital is limited.

Whether there should be additional shares issued for the remainder of the capital, or whether the Company should proceed by subsequent calls on the 6000 shares first subscribed, will be decided by the resolution of the general meeting; but until this sum above mentioned be obtained, no engagement will be entered into.

If the resolution of the Company should be to proceed by calls on the 6000 shares, it is estimated that a very moderate call upon each share will be sufficient to equip the first vessel, the success of which will be the criterion for further proceeding.

It is recommended, therefore, to the present proprietors to use their best endeavours to place the above mentioned shares among persons friendly to the undertaking, and likely to promote its success; as by so doing the funds of the Company will the sooner prove productive.

The objects of the Company have been explained at large in the former prospectus; but to strangers it may be proper briefly to state, that the intention is to establish a line of Packets, propelled by steam, from the south west of Ireland to Nova Scotia, and thus to connect Europe and America at the nearest points of approximation, which are in the direct line between the great ports of Liverpool and New York.

The information obtained by the Directors, as well from America as in Europe, tends uniformly to confirm the practicability of the undertaking. An eminent engine maker has offered to construct the engines, and ask no payment until the voyage shall have been successfully performed.

As the space of ocean to be crossed will be reduced to the smallest possible distance, the vessels will be less burthened with fuel than if they departed from any other point, immediately clear of the coast, and able to use sails whenever the wind suits, there can be no competition with them either in speed or safety. There is no doubt of the saving of time: the ordinary passage will be at least one third less than at present, and in unfavourable winds, the difference will be still greater.

The effect of this acceleration on the commercial intercourse between the two Continents cannot easily be conjectured; but it is evident, that it will greatly extend the number of passengers. These now amount to about 7000 in the year, at Liverpool alone; and should one third of that number only fall into the line of the Steam Navigation, the income, at similar rates of passage, deducting the victualing, will be about £60,000 per annum. This would be nearly 100 cwt. and as many hogs, per month, which could be conveyed with facility by two vessels, exclusive of freight on goods, deck of steerage passengers, &c.

Of the latter class, about 20,000 emigrate annually to America; and from the superior speed and certainty, there can be no doubt of many of them preferring the Steam Navigation, even at an increased rate, as it will be made up to them in the saving

of provisions, and earlier occupation when abroad: say that one third of these adopts the steam line at £5 per head, we have an addition of £33,000 per annum.

The two vessels above mentioned would each consume about 360 tons of coals per trip, which could be laid in at Valencia or Nova Scotia at £1 per ton, or even less. The wages and other charges on the voyage would be about an equal sum, making per voyage £1,440, and per annum £17,280; so that one fifth of the passengers above mentioned, would be sufficient to cover the current expences, independent of letters, goods, and government employment.

If more vessels be laid on to ensure the regularity of the monthly departure, which may hereafter be found necessary, the expence for coals and working the engine, will not thereby be increased in the above calculation; and the additional charge for the crew would be only £100 per month, or £1200 per annum.

Applications may be addressed to the Directors of the Company, at their Office, Spring Garden Coffee House, London. Deposits will be received by the Company's Bankers, Messrs. Whitmore, Wells, and Whitmore, Lombard street; and Messrs. Currie, Cornhill, London; or in Ireland, by Messrs. Latouch, Dublin; or by any of the branches of the Irish Provincial Bank.

NEW GOODS.

The subscribers have just received per Ships Marchioness of Queensbury from Liverpool, and Ward from London, a handsome assortment of British Merchandise, among which are the following, viz:—

INDIA and Shirting Cottons, unbleached do. do. 4 4 and 6 4 plain and twilled sheeting 38 In. Irish, do. bleached Dowlas, Fustian, Malashin, Black Striped Russels for Pantaloons, Brown Russia Drill, fashionable Striped Jean, Buff and White, do., Green, Straw coloured and white Persian, Elastic Book Muslin, figured and plain, 18 pss. Muslin Trimming assorted, Ladies' Shawl Collars, and Book Muslin, Frits, Green, Black, and White Crapes, Canton Crape Dresses, Ladies' White Cotton Stockings, Maids do. do., Childrens do. do., Gentlemen's Coloured & White Cotton Socks, Diaper, Brown Holland, Ravens Duck, Osaburgh, Canvas, Padding, Gentlemen's Lambs Wool Drawers, Tapes, Thread and Cotton Balls, Silk & Cotton Handkerchiefs, White Stay Binding, London Mixed Pins, Sewing Silk, Black and Blue Florentine Buttons, Suspenders, W. mens Black Worsted Hose, Summer Slips assorted, Casks 1d. 6d. 10d. and 20d fine Rose Nails, 7 9. 8 10 and 10 12 Window Glass, Cast Iron Pots & Bake Ovens, Tea Kettles, and Saucepans, London Mould and Dipped Candles, Boxes Soap, English & Swedes Iron, German & Blister Steel's, &c. &c. Assorted Delph, 1 Crate Brown Jars from 1 to 3 Gallons, Beer and Ale Corks, which, with a number of other articles Imported this season and their former Stock on Hand, they will sell at the Lowest prices for Cash or short Credit, at their Store in Queen-Street opposite the Officers Barracks.

FISHER, WALKER, & Co.

Frederickton, 5th June, 1827.
ON HAND, Jamaica Rum, Sugar, Molasses, Best Cognac Brandy, and Holland Gin. W

RAGS! RAGS!

CASH GIVEN FOR CLEAN LINEN AND COTTON RAGS AT THIS OFFICE.

From the Albion, October 13.
AMERICAN AND COLONIAL STEAM NAVIGATION COMPANY.

[We have just received the following letter and Prospectus from the Company's Office in London, which we have much pleasure in laying before the public.]
Spring Garden Hotel, London,
August 24th, 1827.

SIR, Herewith I have the honor to transmit to you a Prospectus of the American and Colonial Steam Navigation, which, after many difficulties, is now placed on a footing that will admit of being carried into safe and profitable operation.