

destitution of some of the western districts of the country, have raised a tremendous outcry throughout Ulster, and a small temporary sixpenny "rate in aid," amounting in the whole of Ireland to only £300,000, seems to have shaken the loyalty of the most loyal of our fellow subjects on the other side of the channel. Such an agitation was scarcely ever threatened before. Rather than submit to "English tyranny," and an equal sixpenny rate, our excited friends demand that there should be an entirely equal system of taxation, and that the assessed taxes and income tax should be levied upon all Ireland upon the same footing as it is in England, sooner than they should submit to a trumpery sixpenny rate to make up the deficiency caused by the neglect of those landlords who are designated as the "lazy southern squirearchy." The Ulster boys now insist that a more judicious administration of the Poor-laws by the Boards of Guardians in the south and west of Ireland would cause such a saving as to render the "rate of aid" unnecessary. It is very probable: and it is this very point to which the legislation of Parliament is directed. The aim of the Poor-law is to make the rate-payers exert themselves to keep down pauperism by judicious relief to the actually destitute, under some effective test of the existence of real destitution, and to find employment for the able-bodied without applying to the charitable feelings of England. It is the conviction which now prevails in England, that Ireland, if she set about it, can provide for Irish poverty, that has induced the Parliament to sanction the present proposition.

CONTINENTAL.

The current news from the various quarters of Europe is still of the highest importance. The most striking feature is the march of the Imperial Guards of Russia from St. Petersburg. These men, numbering 52,000 strong, have not quitted the capital since 1831. They have proceeded through Wilna to the frontier, and will, no doubt, take such a position as to be able to keep in check the disaffected Poles on the Prussian frontier, support the Imperialists in the Hungarian struggle, and assume such an attitude as shall plainly indicate the intention of the Czar to control as much as possible any disposition to revolve the scenes which so unhappily occurred last year. A Russian note has appeared, in which the Czar declares his resolution of adhering firmly to the treaties of 1815, and any attempt to infringe them he shall deem a *casus belli*. The entrance of 10,000 Russian troops into Austrian Transylvania evidences the disposition of the Czar, who assuredly will not consent to any change in the territorial divisions of Italy unless with the entire consent of Austria.

The Austrian war in Hungary has proceeded with variable success. In the south of Hungary the German population, finding the insurgents carrying destruction in every quarter, called in the Russians, who now occupy Kronstadt and Hermanstadt. Several serious battles have taken place. One in the neighbourhood of Brian lasted two days, with considerable slaughter, and the imperialists seemed to have had the advantage. Reports have been circulated that in one engagement Bem had both his legs shot off, but the last report is that he had left Transylvania for Hungary. As the insurgent troops amount to 140,000 men, split up into many divisions, it is difficult to ascertain the actual progress of the war, the termination of which seems still to be very remote. Whilst Austria is pushing on the war in Hungary she is not unmindful of Italian affairs. She has marched a body of troops into Ferrara, seized upon the city, and levied a fine upon the citizens of 200,000 scudi, which she handed over to the Pope. The revolution of Tuscany is complete. The Republic has been proclaimed at Leghorn and Florence, and a central Italian Republic has been formed in union with the Romans. The Grand Duke has protested against this revolution, and has entreated all the powers of Europe to refuse to recognise the new authority, which he declares to be a violation of the constitution agreed to by all the parties last year, committed by a factious minority. The Prince of Canino has been elected Vice-President of the Republic of Rome.

The Pope after halting between abdication and soliciting foreign intervention, has now, it is said, made an application to Austria, and it is confidently stated that Spain is about to send a division of 10,000 men to aid in restoring his Holiness.

[For Remainder of English News see 6th page.]

REPORT OF COMMITTEE ON RAILWAYS.

PRESENTED TO THE HOUSE OF ASSEMBLY ON THE 17TH INSTANT.

The Select Committee to whom were referred all matters relating to Railways in this Province, beg leave to submit the following Report:—

In the consideration which we have given to the highly important subject referred to us, we have been deeply impressed with the force of His Excellency's remarks in relation to Railways, in the Speech at the opening of the present Session, that "The elements of great future prosperity in the North American Colonies, depend for their immediate development on Public Works of this description, and that no sacrifice which tends to secure their execution, will ultimately be found too great."

Viewing the relative position of the North American Colonies, and the great importance in a national point of view, of improving the facilities for mutual intercourse, we consider it a matter of the greatest moment for the permanency of British interests on this Continent, that a Railway should be laid down to connect the Lower Provinces with the interior of Canada.

It was under the influence of this conviction that we cheerfully united with the Legislatures of the adjoining Provinces in 1846, in making provision for a Survey between Halifax and Quebec.

That service has been ably performed, and the practicability of a great Trunk Line satisfactorily shewn by a valuable Report of Major Robinson.

This Report we have had before us, but from the estimated expense of the Line, we deem it altogether impossible for these Colonies to undertake it, unless largely aided by the Imperial Government.

The Commercial depression at present pervading these Provinces, brought about, as it has been in a great degree by the recent modifications of the British Tariff, leaves us in an enfeebled condition, and wholly unable to undertake that portion of the great Trunk Line which runs through this Province.

We believe that no other measure can be devised which will so certainly consolidate the Colonies, and perpetuate our connexion with Great Britain; while, without it we fear that our position as Colonies will be of short duration.

Entertaining these opinions, it might be expected that we should at once suggest some means for the construction of the Trunk Line; but, if we were able to execute our portion, it would be comparatively useless, without the completion of those parts running through the adjoining Provinces. Co-operation, therefore, on this work is indispensable, and as we believe the financial condition of the Sister Colonies is no better than our own, so do we feel satisfied that they cannot undertake their portions without Imperial aid.

It appears by the observations of the Commissioners of Railways, contained in the communication from Captain Harness to H. Merivale, Esq., that "after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think, that, although in a military and Political point of view, the completion of a Railway between Halifax and Quebec may be of great importance, yet as a Commercial undertaking, it is very doubtful whether it can, at least for a long time to come, prove profitable."

We will not now go into the calculations which bear upon the Commercial view of the question, but admitting the correctness of the Commissioners' opinions, we shall deeply regret if the Imperial Government and the British Parliament are influenced in their deliberations on this all-important question by the adjustment of Commercial profits.

How would this mode of calculation apply to the Military and Naval Forces of Great Britain? It would certainly be a difficult thing so to direct a financial investigation on this subject, as to produce a profitable result in a Commercial point of view, and yet, the maintenance of these forces is considered indispensable to the preservation of the national honor and integrity.

In this light do we humbly conceive the Great British North American Trunk Railway should be viewed, and it is therefore to be deplored, that an official paper emanating from the Office of Commissioners of Railways at Whitehall, should deal with this question as wholly Commercial, and should therefore give to the Foreign ports of New York, Boston and Portland, a preference to the Harbour of Halifax.

We think that the plain broad question on this subject is—Do the People of England wish to retain the North American Colonies or not? If they do, the Trunk Railway is indispensable, and should be completed at any cost; if on the other hand there be a prevailing disposition at Home to throw us off, it will be far better to do so at once, and not leave us, as at present, depending upon hopes never to be realized, and looking for aid from whence it can never be derived.

But we hope for better things; and assuming that our value and importance as British Colonies are duly appreciated at Home, and that the Government is desirous of ascertaining how far we can assist in the completion of the Trunk Line, we think there should be an expression of opinion, on the part of the Legislature, on this subject, and we respectfully recommend that the following offer should be made:—

To secure to the Government or to any Company that may construct the Line, the ungranted Lands to the extent of ten miles on each side: To purchase the right of way and the necessary stations on improved and private property; and, if nothing less will suffice, we would respectfully recommend that the House should consent to such modification of the present protective Duty on Pine Timber as the British Government may deem suitable, if, in consideration thereof, they will undertake the necessary advances to complete that portion of the Line running through this Province.

On our part we are willing to make every sacrifice for the security of the British interest on the Continent, and we believe the neighbouring will join with us in the effort: if a corresponding exists at Home, the work will be done, and wisely.

In the event of the Trunk Line from Halifax being constructed, it is very obvious that the Line will be laid down from Shediac to St. John, to secure to this Province a share of the advantages derivable therefrom; but even the Trunk Line, we are of opinion that no Province presents so eligible a site for a Railway as this, and we are confident that it will secure a certain return for the investment of the Line recently surveyed by Mr. Wilk John to Shediac, a distance of one hundred miles.

Being unanimously of opinion that a work should be forthwith commenced within the Province, we respectfully recommend this Line as preferable, for the following reasons:—

First—Because it will open up a Communication between Saint John and the Gulf of St. Lawrence.

Second—Because of the extent of population and fertility of the soil throughout the whole Line.

Third—Because, when twenty miles at the Line is completed, great commercial advantages will immediately result therefrom.

Fourth—Because it must lead to the construction of a Line from Halifax to Shediac, and from St. John to the American Frontier, which would make it a