

ENGLISH NEWS.

[From the Halifax Guardian, May 2.]

ARRIVAL OF THE NIAGARA.

By the R. M. S. *Niagara*, Stone, Commander, which reached this port at an early hour, on Tuesday evening, (ten days from Liverpool) we have London dates to 20th ultimo. They add little of importance to our previous advices.

The 5th of May was appointed for the further consideration of the Papal Aggression Bill. Meetings on the subject were yet being held in some districts of England.

It had been announced that Her Majesty would open the great exhibition in person, on the 1st of May.

Lady Franklin is again fitting out the "Prince Albert," for a voyage to the Arctic regions, in search of her husband.

Mr. Asa Whitney of the United States has addressed a long letter to the *London Times* in explanation of his Atlantic and Pacific Railway Project.

Intelligence from the Cape gives little hope of a speedy termination of the Kaffir War. Sir Harry Smith is embarrassed not only by the strength of his savage foes, but by the apathy of the Colonists in assisting the Royal forces. His policy appears to be, to starve out the enemy by destroying their crops and otherwise laying waste the country. The Kaffirs had been defeated by the British force in an engagement at Kat River.

Her Majesty has left Buckingham Palace for Windsor Palace.

Troops are concentrating around London to keep order during the Great Exhibition.

The Government have narrowly escaped defeat on a motion of Mr. D'Israeli in favor of the landowners. The Government majority in a crowded house was only 13.

200,000 Francs have been voted in the French Assembly to celebrate the proclamation of the Republic, on the 4th of May.

The case of British Guiana came before the House of Lords on Monday, and two or three nights previously, Sir William Molesworth elaborated the whole theory of colonial management and mismanagement in one of the most remarkable speeches of modern times.

The members of Lloyd's have passed the following resolution:—"That, during the period when the Industrial Exhibition is open, any foreign visitor presenting a recommendatory certificate from a British Minister, Consul, Vice Consul, or an agent to Lloyd's shall have admission to the merchants' room during the hours of business, from 9 a. m. to 6 p. m."

Lady Franklin, worn out with "hope deferred," is at length seriously indisposed.

It is in contemplation, says the *Morning Herald*, to reduce the naval force in the Mediterranean from five sail of the line to four sail of the line. Her Majesty's ship *Caledonia*, 120, is ordered to be paid off.

Great preparations are being made at the west end to receive 3000 of the national guard, who are expected to arrive in a body, from Paris on the morning of the Queen's (nominal) birthday, the 31st of next month. Application has been made to the Horse Guards to permit the state band of the Royal Horse Guards to escort them into the metropolis from the New Cross Railway station.

Rumours prevail that the Government is still determined to annoy the Liverpool public by changing the present route of the British Mail-packets to and from the United States. The packets will not, it is alleged, discontinue running to and from Liverpool; but they will be ordered to call at Holyhead in going out and coming home, for the purpose of receiving and landing the mails.—*E. Times*.

The command-in-chief at the Nore, now held by Vice-Admiral the Hon. G. Elliot, C. B. will be vacant on the 9th of May. Several parties have been prominently named as successor to Admiral Elliot, among them Vice-Admirals Sir C. Malcolm, and Sir Hugh Pigot, K. C. B.

THE MEN FOR GALWAY.—At a dinner at Galway, last week, the chairman, the Rev. Peter Daly, said the Queen of England had no power to make a bishop, and there were no Christian bishops in England but those which the Pope had created. If he were Pope for one twenty-four hours, he would show Lord John Russell what a Pope could do (great cheering.) Let Lord John Russell prosecute him for these expressions if he could; but he dared not do it. (Mr. Keogh, M. P.: "If he do, I'll defend you!")—Mr. J. P. Blake, editor of a Galway paper, said he had taken an active part in the business of '48. If the "martyrs" had taken his advice, the English Government would have had another story to tell! He had prepared and submitted a plan in '48, which if it had been adopted by Smith O'Brien and the others, would have completely overturned the power of England! He had proposed that there should be taken a hundred picked men—each man like himself!—and that forty of these should be sent to Liverpool, thirty to Paris, and on a certain day and hour to set fire to and burn down the English fleet and at one blow destroy the Government!

THE TAUNTON NUNNERY.—Mrs. Jennings of Plymouth, two of whose children were forcibly taken from her and lodged by her husband in the convent at Taunton, where she has since been unable to have any control over them or even to see them, has sent a letter to the Hon. Craven Berkeley stating all the facts connected with their abduction and detention. The case will probably be brought by petition forthwith before both Houses of Parliament; and, in order to get these young children out of the Taunton nunnery, it is intended to take immediate steps to make them wards in Chancery.

ITALY.—The Military authorities in Milan have given notice that the proprietors of buildings who, in the morning, neglect to remove the revolutionary placards and symbols, which have been posted during the night, will be fined 10 florins. The fines are to form a fund, out of which 100 florins (L. 10) will be given as a reward for each conviction

of a person affixing revolutionary documents to the walls. Should the fund not be large enough to cover the outlay, the respective parishes will have to make up the deficiency.

A French Company have obtained a contract from the Pontifical Government for lighting Rome with gas.

From China the accounts state that the murderers of Decosta had been taken. Four piratical junks had been captured.

A conspiracy had been discovered in Nepal the object of which was to murder General Junk Behador. The General is a favorite of the army, whom the conspirators endeavoured to gain over.

COLONIAL.

We take from a late number of the *Quebec Gazette* the proceedings of a public meeting on the construction of the Halifax and Quebec Railroad. It is to be hoped that the feeling of the want of a Railway in these lower Provinces will not die away until some practicable route is decided upon. Although we think our Legislature may have been rather hasty on the subject, yet it will have this good effect, to show the Home Government that we are determined on a route somewhere, even independent of the help of an Imperial guarantee, should that be denied us. The matter must be agitated fully, in order to a better understanding of this great scheme.

QUEBEC AND HALIFAX RAILWAY.

The initiative has been taken by Quebec on the subject of the late despatch of the Colonial Secretary on this important subject. Yesterday afternoon a public meeting, numerous and respectfully attended, was held in the Council Chamber of the Parliament Buildings. His worship the Mayor, N. F. Belleau, Esq., presided, and W. H. A. Davies, Esq., officiated as Secretary. The meeting was addressed by the movers and seconders of the subjoined resolutions, and the greatest unanimity of opinion prevailed as to the liberality of the offer made by the Imperial Government and the necessity of immediate action being taken. Our Halifax exchanges by this morning's mail express the hope that Canada will speak in a loud tone of unqualified approbation of the proposition, and we can say, as far as Quebec is concerned, judging from the feeling predominant at yesterday's meeting, they will not be disappointed. New Brunswick is the great obstacle in the way, but we trust that when, through the instrumentality of public meetings, the minds of her people shall have been fully enlightened as to the advantages derivable from this magnificent project, the hasty decision of their Legislature will be overturned, and that they will put their shoulders to the wheel for its accomplishment. The advantages accruing to New Brunswick, says the *New Scotian* are too manifest and manifold, to be peremptorily rejected or coolly received. That Province has, in the aggregate, about eleven millions of acres of ungranted lands, through a considerable portion of which the line to Quebec must necessarily pass. The line to Portland, on the other hand, runs through a territory scarcely worth a button. Nothing beyond the mere advantages resulting from the passenger traffic can be counted upon for the benefit of New Brunswick, from the construction of the Portland Railroad. On the contrary, the securing of the Quebec line would, in the very nature of things, be the means of opening up and populating the immensely valuable and fertile district through which it would pass, thereby inducing permanent prosperity to the whole Province. Besides this, the New Brunswickers will find that it is not an easy matter to go successfully into the money market of England for the purpose of raising the required amount of capital to construct any Railroad through the country, after rejecting the guarantee of the British Government for the construction of the line to Quebec. Meantime, we cordially agree, that the most judicious course that could be adopted would be the selection of Delegates from Nova Scotia, New Brunswick and Canada, to meet at some given place, for the purpose of conferring upon the project and the maturing of plans for future operations. If the construction of this road be so important as it is believed, something more than merely meeting to discuss its desirability must be done—although this is very well as a preliminary—we require action and unity of purpose on the part of the Provinces most deeply interested in the success of the scheme. The opposition of the Montrealers, mentioned in our correspondence, was anticipated. We believe, with the writer, however that the united efforts of the east and the west will defeat any obstacle they may interpose.

Proposed by the Hon. Ed. Caron, seconded by A. Stuart Esq.,

Resolved,—That the citizens of Quebec acknowledge with gratitude the liberal offer of the Imperial Government, contained in the despatch of the Right Honorable the Secretary for the Colonies of the 14th March last, in regard to the contemplated Railroad from Halifax to Quebec, as affording most satisfactory evidence that the Mother Country, while not unmindful of its own political and commercial welfare, is, at the same time, most anxious to promote the prosperity of its North American Colonies, by assisting in the development of their vast internal resources.

Proposed by the Hon. Wm. Walker, seconded by Jos. Cauchon, Esq., M. P. P.

Resolved,—That inasmuch as a Railroad between Halifax, Quebec and Montreal, would open a direct communication from Canada to the Ocean during all seasons of the year, extending the means of transport now afforded by our canals in the summer, and entirely superseding them in the winter, such an undertaking, being eminently one of a national character, ought, like our great canals, to be accomplished at the expense of the public treasures of the Provinces.

Proposed by the Hon. H. Black, seconded by the Hon. J. Chabot.

Resolved,—That no doubt can be entertained, according to the unbiased calculations and estimates of Major Robinson, the officer superintending the survey in the different routes for the proposed Railroad from Halifax to Quebec, that this Railroad,—which would open to all points of Canada a direct and rapid communication with Europe, New Brunswick and Nova Scotia, and cause an extensive emigration to these Provinces, and become a second St. Lawrence during our long winter,—would ultimately yield a revenue exceeding our present most sanguine expectations; That moreover there is not an instance on this continent of a Railroad of any extent having failed to produce an income greatly beyond the interest of the cost of construction; That supposing the apprehension that this road might continue a few years without yielding a profit, to be well founded, such apprehensions can offer no reasonable grounds to the Legislature for refusing to undertake it, inasmuch as works of this character are not constructed exclusively with a view to the production of a revenue, but chiefly for the purpose of opening internal communications and developing the resources of a country; thus our canals and other great public works, which have cost the Provinces more than five million pounds, and barely yield a revenue of fifty thousand pounds, have, nevertheless, increased more than ten-fold the value of the real estate and the general wealth of Upper Canada.

Proposed by James Dean, Esq., seconded by P. J. O. Chauveau, Esq., M. P. P.

Resolved,—That the movers and seconders of the above resolutions be, with the Mayor, a committee to draft a Petition founded on the said resolutions, to be presented to the three branches of the Legislature, praying them to adopt, without delay, such measures as they may deem calculated to meet the views of the Imperial Government and to place the Provincial Government in a condition to enter with all possible diligence upon this great undertaking, and that His Worship the Mayor be respectfully requested to sign and transmit the same to His Excellency the Governor General and the two Houses of Parliament.

Proposed by F. X. Methot, Esq., M. P. P., seconded by Dr. Merrin.

Resolved,—That this meeting express the hope that the other Provinces who are equally interested with Canada in the realization of this great enterprise, will not render it impossible by refusing their concurrence, or by imposing conditions which cannot be accepted.

[From the Halifax Guardian.]

RAILWAYS IN THE COLONIES.

The all-absorbing topic of the day, from one end of this part of the British dominions to the other, the topic which thrusts out all others, is: how are we to obtain a continuous line of Railway, facilitating our commerce with the States, and opening up the resources of our own Provinces? We have no intention in this journal of advocating the adoption of one line of policy more than another, in seeking to obtain this great boon. Our only object in devoting a few sentences to the subject at the present time, is to unite our nearest advice with that of others, that party feeling may as much as possible, be kept in the background, in discussing the merits of two great propositions, which are now before us. There is a deep and almost universal anxiety to deal with the question on its merits alone, and the politician, who, during the next election, may endeavour to make it a party stalking horse, will assuredly make shipwreck, both of his own prospects and those of his party. The people are too anxious to understand the real state of matters to rest satisfied with anything less than a thoroughly honest exposition of the subject; and that man's public character is ruined, who, either from personal or political motives, will endeavour to give a party complexion to it, merely to bolster up a party. We say again, that at the present moment, the people are too anxious to know the truth, to render imposition at all possible. In making these statements, we beg it to be decidedly understood that no insinuations against any party are intended. We see a mighty boon almost within our grasp, and are only desirous of guarding it from the bane of faction, which can only protect the promised good, and might possibly ruin the whole concern.

We believe that almost every one with the exception of a few of our Western friends, who labour under great misapprehensions on the subject, is anxious to have some railway.

The proceedings of the great convention at Portland, the mission to England, the public meetings and the Press, all furnish conclusive evidence of the intense public interest which this subject has excited and will continue to excite.

The ability and zeal of Mr. Howe, in his great undertaking, have extorted no small meed of commendation, even from his political enemies, which in itself is no insignificant proof of the general honesty of purpose, of an influential party in this Province. The Canadians speak cautiously and slowly, which we hold also to be a promising sign. It shows that they wish to understand what they are about before committing themselves to an undertaking of such magnitude. We admire that caution, because it proves the existence of a deep sense of responsibility. Had they plunged at once, thoughtlessly and recklessly, into the business, there would have been great danger that they might have manifested a like indifference in backing out of the difficulty, and repudiating engagements, should the event disappoint expectation. This very caution on the part of Canada, is a strong guarantee, both of its wisdom and its honour.—New Brunswick, too, in our opinion, notwithstanding the hard terms which have been applied to her by some of our cotemporaries, has acted nobly. Fully committed to the Portland Railway, she has stood firm to her engagements; frankly acknowledge her inability to grapple