

ENGLISH NEWS.

ARRIVAL OF THE CAMBRIA.

The Royal Mail steamship *Cambria*, arrived at Halifax on Tuesday evening, at 7 o'clock, in 10 1-4 days from Liverpool, bringing dates to the 3d inst. She brought out 30 passengers. The *C.* spoke the steamship *Africa*, from New York, off Holyhead, going into Liverpool.

The Great Exhibition was opened by the Queen in person on the 1st of May, in the presence of 30,000 persons, without the least disorder or accident, and under the most favourable circumstances. The most sanguine anticipations of its projectors have thus far been realized.

Parliament re-assembled on the 28th ultimo. On the 2nd instant the Ministry were defeated upon a motion made by Mr. Humé, to limit the Bill for the continuation of the Income Tax to one year, instead of three; the numbers were, for the motion 244; against it, 230.

A great Protectionist demonstration took place in Drury Lane Theatre on the 29th ult., and on the same day, at Liverpool, an anti-Papal meeting was held.

The Jewish disabilities Bill passed a second reading by a majority of 25.

The steamship *Atlantic* is expected to be ready for sea in July.

A line of three Iron Screw Steamers is about being established between Liverpool and the Brazils.

A serious accident occurred on the 1st inst., upon the Railroad between Chester and Manchester; seven persons were killed and forty wounded.

IRELAND.—An important letter addressed by Lord Clarendon to the Earl of Shrewsbury has been published, in which all the topics connected with the education question in Ireland and the establishment of the Roman Catholic hierarchy in England are alluded to in plain but earnest terms. After graphically portraying the present state of affairs, he closes in very desponding terms as to the prospects for the future. Emigration from Ireland to America continues, and is rather on the increase, especially from the south. Some of the papers state that in some districts there will not be enough people left to till the ground.

A great aggregate meeting of Catholics was held in Dublin on the 29th ult., said to have been one of the most influential meetings held there for years. The platform, to which the admission was regulated by paid tickets, was crowded with respectable persons, chiefly Professional men, Merchants, and Roman Catholic Clergy. All the R. C. Prelates signed the requisition for the meeting, and otherwise sanctioned its proceedings. None of them were present, nor was any active part taken by the Clergy of that persuasion.

FRANCE.—All danger of a Ministerial crisis in France is over, and the old story is revived that the President is making great efforts to prolong his term of office, it is even hinted that a dissolution is contemplated, in the hope that a new Assembly might be elected more favorable to his wishes.

General Cavaignac will be a candidate for the presidency of the republic, and his chances of success are considered rather flattering, as from his known uprightness of character no one doubts but that he will implicitly obey the provisions of the constitution.

SPAIN.—The Spanish Minister of Foreign Affairs has assured Lord Howden that Spain will not interfere in the affairs of Portugal, except in case of extreme danger to the Monarchy. The elections were progressing favorably for the ministry.

SWITZERLAND.—The Hungarian refugees are awaiting the reply of the French Government, relative to their passage through France to America.

GERMANY.—The Emperor of Austria intended visiting Lemberg about the 10th April, to have an interview with the Czar on the frontier. It is stated that the most intimate relations subsist between the Austrian and French Governments. This, it appears, is not agreeable to the Emperor of Russia, and Count Nesselrode has in his name addressed another note to the Austrian Minister of Foreign Affairs on the subject.

Austria and Russia have demanded of the Sultan that he retain Kossuth and his fellow patriots for two years longer, but the Sultan is inclined to refuse, and throw himself on the protection of England and France.

The Portuguese insurrection has subsided. The Indian mail had not arrived. There is nothing later from the Cape of Good Hope.

TIMBER MARKET.—No sales were reported. The quotations in Willmer & Smith are—Pine, St. John, 1s 3d to 1s 7d per foot; Miramichi, 1s 2d to 1s 3d; Birch 1s 2d to 1s 4d. **DEALS.**—Pine and Spruce, 1 7-8d to 1 1-8d per foot of two inches. **LATHWOOD,** £6 to £6 10s.

THE CUBAN EXPEDITION.—We have nothing new to communicate respecting this piratical enterprize, except a report that Gonzales, one of the leaders, has been arrested at Savannah. There is reason to doubt the recent statements that the project had been abandoned. If, by any means, the vigilance of the Government can be avoided, it is more than probable that hazardous, and even sure of defeat as this plan is, the infatuated and desperate men by whom it has been undertaken, will pursue it as long as the slightest hope of success, or reward is held out to them.—*Boston Traveller, 9th.*

We have Havana files to the 1st inst., and information from other sources to the same date.

Great excitement existed in Havana in relation to the expected invasion. Many had been put in prison on suspicion, and among them three priests for preaching mutinous sermons.

We learn from a good source that positive orders have been given by the proper authorities in the island of Cuba to all commanders of Spanish men-of-war not to capture or molest any suspicious vessel they may fall in with at sea, but to watch them, and if any attempt be made to land an armed force, to attack and show them no quarter.—*St. John Observer.*

THE CARLETON SENTINEL.

WOODSTOCK, MAY 20, 1851.

A RAILWAY,—WITH A UNION OF THE COLONIES.

A recurrence so soon to this subject needs no apology at our hands. Our readers will acknowledge that too much cannot be said in the investigation of a scheme, fraught with such incalculable benefits as the one under consideration. Any hasty action, involving the outlay of so much money, is to be entirely deprecated, entailing as it might a debt on the Province which may nearly swallow up our resources, and in the end be a drag on us for years to come. We are not to be understood by this, to throw any, the least obstacle in the way of improvement, only that before building we may count the cost, and at the same time plan to the best advantage. By all means MUST A RAILWAY, and that in connection with a UNION OF THE COLONIES, be effected.

Had these Provinces been formed into a federal union previous to any question on Railways, we should not now have been harrassed and perplexed with the variety of interests and discord in opinion which at present exist. What now do we see? But then it is taking up our time for naught to point out our situation. When once placed in a difficulty it is useless for us to say how we might have avoided it. The better way is for us to make our escape as soon as we can, and that too in the most easy and speedy manner possible. We would humbly suggest the expediency of at once having a convention at some place most convenient to the Provinces interested—We should name Quebec. Let the citizens of that city call a Public Meeting and draw up a circular to be sent to the Executive, and leading men of each Province to meet in that place at some early day, say August, for the purpose of maturing the best plan to carry out the two objects mentioned at the head of this article. In the mean time meetings could be held in every district—an expression of opinion elicited—and delegates chosen to attend the convention, who represent the feelings of localities which may have any interest depending upon the plans proposed.

Could the Railroad from Halifax to Quebec be built around Minas Basin and the Head of the Bay, of Fundy to St. John and so on by the way of St. Andrews, Woodstock and the Grand Falls, it would be the best route; yet this we fear in the present state of our resources cannot be accomplished by us, without a large amount of stock being taken by the Home Government. Every means should be resorted to in order to obtain assistance from the Imperial funds, and then, when this shall have been found unavailing, to take up with the route which the Provinces can build independently—which will be a paying line—and which, from the first mention of Railways, we have always been of the opinion was the most likely to be carried into successful operation,—viz: THE ROUTE FROM HALIFAX, VIA WINDSOR AND KENTVILLE, TO SOME GOOD HARBOR ON THE BAY SHORE OF ANNAPOLIS COUNTY, THEN BY POWERFUL STEAMERS TO ST. JOHN AND SO ON TO QUEBEC, in this way leaving the long and circuitous route to be accomplished when the Provinces becomes more able.—We think that Messrs. Johnson, Frazer and Hall, the leading men in the Legislature of the western Counties of Nova Scotia abandoned too easily the advocating of the Windsor line, as that road offers very great encouragement for the laying of a railway—being through a settled and most fertile country—without any very great engineering difficulties, with the exception of the Horton and Falmouth mountain around which even now is an almost level post road, as we can fully testify.

The people of St. John too, should look to this matter, as they must be infinitely the gainers, thereby making their port the entrepot of all heavy freight to and from the West Indies, and the old Country. They would then lose nothing of the St. Lawrence trade that they should by the railroad going around the Bay. Indeed a railway could be made from some good harbour on the Gulf shore to the Bend,

by which they might secure to themselves the whole traffic of the Prince Edward Island trade. We shall probably, take this up more in detail at a future day.

Since writing the above we have seen some mention made of the Canadian Government having arranged to meet a deputation from the Government of each of the Lower Provinces in Montreal, on the Railway question. This has not our approval. We wish to see a general convention of the leading men of all parties in the Provinces without regard to any political bias, and that too in some place more interested in a railroad wholly through British territory. The Montrealers we opine would bring all their influence to bear on the European and North American Railway irrespective of any other route. Let our Quebec folk be stirring in this affair.

Our Farmers are directed to the attentive perusal of the matter on our first page. It is the commencement of a re-print of a Pamphlet written by a Farmer in the neighbourhood of Montreal, Canada East. It deserves more attention than at first sight it might warrant, as the climate of Lower Canada is not any better adapted for Agricultural purposes than our own. Any suggestions that may be gathered from the reading of it may therefore be well entitled to trial.

Halifax papers speak of Sir John Harvey having obtained leave of absence to visit England, and that he goes home by the next steamer from that port.

J. C. Allen, Esq., has been elected Mayor of the City of Fredericton, under the new act of Incorporation. He beat his opponent, Jas. Taylor, Esq., by 71 votes.

Our Executive was to meet at Fredericton on Friday last, when it was said some new members were to be added to the Council Board.

ERRATUM.—For the word "instances," in our leader, of the last issue, read "inconsistencies."

TO CORRESPONDENTS.—"Lines on the Marten," in our next.

Below is rather a spicy article from the *Fredericton Reporter*. We copy it not that we quite agree in the whole, with it, but we like the racy style in which it is written.

The elements of political strife, confusion, and apparent change, are fast gathering around, and indentifying themselves with the hitherto quiet constitutional system of the North American Colonies. Mingled with the sincere wish of the patriot for the establishment and maintenance of an equitable form of Government, alike removed beyond the stroke of official tyranny, and the "fell swoop" of popular influence, we have the effervescence of the noisy and unprincipled agitator, displaying upon the surface, the foulness of the depth from which it has arisen,—we have the loud but unmeaning cry of ignorance, testifying as it best may, an approval of anything that creates confusion and promises power.—And then, the fine specious reasonings and conclusions of the crafty politician, who hopes for his own personal advancement from the loose state of society which must follow.

"Mingle, mingle, mingle, you that mingle may."

There is something surprising in the fact, evident as it is to public observation, that this state of things is growing daily worse, at a period when the great masses of the people of these Provinces are as comfortable in their circumstances as they have been at any former period; and as well supplied with the requisites of good living as perhaps any people on the face of the Globe.

Could it be imagined, that the people of England—themselves rapidly proceeding in the great highway of Reform—should or could remain insensible to the fantastic tricks thus daily enacted in Canada? Could it be supposed, that the sound of many voices would not be raised in just abhorrence of such folly and violence, and that this deep feeling would not find a response in Parliament? "Here" said the people of England are the people of our North American colonies, whom we have been petting and protecting, and enriching, at the expense of the poor millions of our own soil, for many years past, and the result is, they first throw the cost of a rebellion upon the Imperial Treasury, and then they impoverish their own, by a step not less guilty; it is time, as they have the power of local self-government, that they pay the price of local protection. The child declares himself of age: let him test the truth of his assertion by walking alone in future."

And the mandate has at length come forth. Canada is to be denuded of the Queen's Troops, and the salaries of Public Officers, from the Governor downwards, are to be regulated by those who pay them. Something is indeed said, of the salary of the Governor being yet paid by the Imperial Government; but we strongly suspect that if such should be the case, it will be coupled with certain conditions, which the Colonists will dislike upon trial, and which must be followed by renewed negotiations.

It is in this state of affairs that every quack agitator, in and out of the colonial Assemblies, comes with a favour-