

as he did not believe him guilty. Sherwood begged hard to remain, and promised to work for the jailor to pay for his board. Upon these terms he was allowed to remain in prison, working daily for his keeper till his trial came on, and he was finally hung. Here was an honest Key West criminal, he did not deem himself guilty, but was perfectly willing to be hung, if the community desired it. He was hung, and as no other one has ever applied for capital punishment here since, none has been inflicted."

ENGLISH NEWS.

Arrival of the Baltic.

The steamer *Baltic* arrived at New York on Sunday the 13th, with Liverpool dates to the 2d inst. The news from England is of little interest, Parliament not being in session.

The crops throughout England are luxuriant; between Liverpool and London the country is clothed with the richest verdure, and similar accounts reach us from other parts of the island and from Ireland. The wheat crop is especially thriving. Other grains look well, and so do potatoes.

At a meeting of the shareholders in the British North American Bank, held in London on Tuesday, a dividend of 6 per cent. per annum was declared.

Sir J. Gaspard Le Marchant, present governor of Newfoundland, is appointed to succeed the late Sir John Harvey as governor of Nova Scotia.

The Lobos Islands continue to be a subject of interest in commercial circles. The English admiral on the Pacific station is said to have expressed an opinion that these Islands are as much an integral part of Peru as the Scilly Islands are of England. This opinion is strongly controverted by the commercial press. The decision of the right of sovereignty in this case, is regarded as the more important as it is believed there are other guano islands in the Pacific to which the decision will form a precedent. Meanwhile vessels are being despatched from England to load there.

The Pope has confirmed the translation of Dr. Cullen to the Roman Catholic bishopric of Dublin.

INDIA.—A telegraphic despatch by last steamer announced the fall of Rangoon and Martiban, and the capture by the British of 150 pieces of cannon. Martiban was stormed on the 5th of April with comparative ease, the troops having landed under fire from the ships, and advanced rapidly in conjunction with the artillery on the works of the enemy. A conflict of four or five hours duration ensued, and the place was taken. The Burmese garrison was about 3000 strong. After driving the enemy from Martiban, the troops re-embarked and proceeded to join the forces on the Rangoon river.

On Easter Sunday, April 11th, the entire squadron proceeded up the river, not intending to commence operations on that day, but coming within range of the batteries they opened a fire, and action became unavoidable. The steamers threw their broadsides on the face of the Burmese works on both sides of the river, and after a heavy cannonade and shelling, silenced them. The outer batteries were then stormed and occupied by sailors and marines from the ships. The Burmese this day, Sunday, also suffered a heavy loss by the explosion of the powder magazine which was struck by a shell.

Monday, the 12th April, was occupied by landing the main body of the troops, and in capturing a stockade a short distance on shore. The Burmese fought gallantly, and the loss on both sides was considerable. On Tuesday, the 13th, the heavy guns were landed. On Wednesday morning, the 14th, the entire force broke ground, and pressed on towards the enemy's stronghold, the great Pagoda stockade. The fighting here was pretty severe for some hours. At noon a general assault was made by all arms on an angle of the stockade, which was carried, and the enemy gave way at all points. An open gate here permitted the troops to rush in and occupy the place, and all the fighting was over by 2 P. M. During the engagement the heat was so excessive that several officers and men died from that cause. The British had not more

than 150 men put hors de combat, and captured about a like number of guns. The enemy's loss in killed and wounded was great. It is said that two lacs of rupees were found in the city. The troops are now occupying Rangoon.

Cholera has broken out among the British since the capture of the city. It is said that the governor general has claimed from the Burmese monarch the sum of £250,000 for the expenses of the war up to the 31st March, with a notification that he will be charged £10,000 per day until he accepts the terms dictated by the British.

From the northwest frontiers of India advices are less satisfactory to the British. The revolted hill tribes keep up a harassing war force on the outposts. An insurrection against the government of Dost Mahommed has broken out. In Cabool his troops have been worsted. The state of the Nizam's territory is as bad as can be. Government credit is at an end; there is no revenue, and the country is covered with predatory bands. This state of things is favorable for the absorption of the territory by the English.

CAPE OF GOOD HOPE.—Sir Harry Smith has arrived in England. A gratifying reception was given him at Cape Town previous to his embarkation, showing that the colonists appreciate his services better than the home government. Sir Harry considers that the coup de grace has been given to the Caffre war by the late operations, but it would seem by the latest advices from the seat of war that the enemy are as active as ever. Col. Eyre had had a severe action with a body of Caffres, in which he lost one captain and several men. The 12th Laners also had a smart brush with the enemy. Major Gen. Cathcart, the new governor, had arrived at British Caffraria, and commenced operations where Sir Harry left off. Nothing can be known of his success in the field for another mail or two.

FRANCE.—The commission on the budget have exhibited an independence that was scarcely looked for, by rejecting the president's demand of 23,000,000 francs to defray the expense of the 31,000 men that have been added to the army. This refusal will reduce the effective force for 1853 to 369,000 men, of which it consisted previously. The commission also declined to grant the credits demanded for a new ministry of police; and further, they express regret respecting the confiscation of the Orleans property.

ITALY.—The papal government is very uneasy at the intelligence of frequent conferences between Louis Napoleon and some of the chiefs of the Italian liberal party. M. Thiers had a friendly interview with the pope.

SWITZERLAND.—A correspondent, writing from Berlin, says it is there rumored that negotiations have been concluded between the central powers with the consent of England to restore the Canton of Neuchâtel to Prussia.

AUSTRIA.—The financial embarrassments of the empire are as complicated as ever. The result of the Frankfurt and London loan has not transpired with certainty. A correspondent of the *Times*, writing from Vienna, says, every possible means is adopted to conceal the real state of feeling in the different provinces from the knowledge of the inhabitants of the Capital, but in spite of preventive measures the truth, sooner or later, finds its way to us. Thus a transient gleam of light broke in upon us yesterday, and from what was said it was impossible to doubt that there is a general and deeply rooted sentiment of discontent, from which the tried and faithful Tyrolese are by no means exempt.

THREE DAYS LATER.

The Royal Mail steamship *Europa* arrived at New York on Wednesday the 16th, with 54 passengers, and dates to the 5th of June.

The commercial news is satisfactory. Money continued abundant. The Austrian loan has been taken at 5 3-8 premium, principally by Paris orders.

The steamship for Australia, on leaving Plymouth, ran against the pier and was so much damaged that she had to put back.

From France there is nothing of importance, except that some eminent men are flying from the country. Victor Hugo is the last. Capt. Chas. Tyndah, of the navy, has arrived

in Galway, for the purpose of viewing and reporting on the capabilities of that port as a Transatlantic Steamship station. Each of the three Government Commissioners will separately visit the harbors of Limerick and Galway, and send in their respective reports.

The Stratheden, arrived from Sydney, brings 6136 ounces of gold, valued at £35,000.

The Hobart Town *Gazette*, of Jan. 2d, just come to hand, offers £200 reward for the apprehension of Meagher.

Both Houses of Parliament re-assembled on Thursday night, but the proceedings on that and the succeeding night were wholly devoid of public interest.

The first correspondence relative to the wrecks seen in the ice off Newfoundland in May 1851, and supposed to have been Sir John Franklin's ships, is published by order of the Admiralty. The only new fact disclosed is, that two water logged ships are reported to have been seen near the spot, and about the same time by the Dutch Brig *Kneips*, which arrived at New York May 4, 1851. The accuracy of the *Kneips* report has still to be investigated.

FRANCE.—The political news is uninteresting. Public opinion appears to be in favor of a reduction of the army, and the non-appointment of a minister of police.

A rumor is revived for the third or fourth time that the Orleans confiscations are about to be compromised.

The *London Times* is authorized and requested on behalf of Gen. Changarnier, formally to contradict the assertion that Changarnier made a proposal to the provisional government of 1848, for the military invasion of England.

M. Hubner, the Austrian Minister in Paris, will, it is believed, be shortly recalled at the instance of the Emperor of Russia, who considers him too zealous an agent of Prince Schwartzberg's policy to be entrusted near Louis Napoleon.

SWITZERLAND.—The Swiss Journal *Bund* denies that protocols have been signed by the great powers to deliver up Neuchâtel to Prussia. On the other hand, the *Independence Belge* reasserts that it is so.

GERMANY.—Vague accounts are in the Austrian papers of a conspiracy that has been brought to light at Bremen. The story is that certain members of the Sonderbund had pledged themselves to get rid of certain aristocrats. The *London Times* correspondent mentions the rumor, without attempting to explain.

STILL LATER.

HALIFAX, June 24.—The Royal Mail steamer *Niagara* sailed from Liverpool on Saturday the 12th inst., at 3 1-2 P. M., and arrived here at noon to-day, having been delayed off the harbor all night by a very thick fog. She has 59 passengers—9 for Halifax.

The business before Parliament is comparatively unimportant. On Wednesday the proceedings were interrupted by the disorderly conduct of Fergus O'Conner, member for Nottingham, who caused great sensation in the House by his absurd behavior, and striking two of the members. He was committed to the custody of the sergeant-at-arms, to remain in confinement till the end of the session. Two physicians have since testified that he is insane, and he will be removed to an asylum. On Thursday petitions were presented from Jamaica, Antigua, St. Kitts, British Guiana, and the Mauritius, complaining of the distressed condition of those colonies, and assigning the Sugar Act of 1846 as the reason of their ruin.

The threat by the French Minister of Police to expel the correspondents of the London Press from Paris, has stirred up the entire editorial fore.

Messrs. Vianda, Jones & Chappel, of Liverpool, announce their intention to have three steamships to commence running on the 1st of August between Liverpool and Australia.

FRANCE.—The Forest of Ell, as well as the Chateau, has been seized under the confiscation decree. Mr. Silsbee, the comedian, and Mr. Howard Paul came near losing their lives on the 5th instant, by the fall of an avalanche in the Great St. Bernard Pass. They were buried in the snow, and rescued by the monks of the Hospice.

INDIA.—Nothing is known relative to the future movement of the British forces in Burmah, nor of the enemy's operations around Rangoon. Provisions were scarce and bad. It is reported that a revolution has broken out in Aya, but it wants confirmation. Bombay Cotton market unchanged. Imports firm.

COLONIAL REPRESENTATION IN PARLIAMENT.

The question of colonial representation again, was one of very great importance and difficulty (Hear, hear.) If it could be achieved, more particularly since the great alteration in 1833, and the consequent exclusion of our indirect colonial representation, it was one well worthy of the consideration of the Government (hear); and if by any means such an amount of representation could be given to our colonies as should fairly represent their different and separate interests, a very great advantage would be gained; it would be a great additional tie between the colonies and the mother country, and not an inferior advantage in his mind, perhaps some degree of control might be exercised over amateur colonial legislators (a laugh), who were not always the most discreet, if they attached themselves. (Hear, hear.) But it was a question of extreme difficulty as to the number to be admitted, and the mode in which they should be returned by the different colonies, and the means by which, if returned, they would represent collectively or separately the interests of the colonies. He would, however, assure his noble friend that if any alterations that might hereafter be made, or any addition to the constituencies, means could be found of introducing the intelligence, education, and science of the country or the colonial interests into the representation, it would have his most serious consideration. The difficulty was to accomplish it, but, if it could be accomplished, it was a subject well worthy to be considered by their lordships, for he thought it was desirable, if possible, to do something to neutralize that which appeared to be at present prevailing, a tendency to throw all power, not into the hands of the most enlightened, but of the most numerous, and he feared in many cases the most easily misguided, portion of our population. (Hear.)—*Speech of the Earl of Derby in the House of Lords, May 27.*

RAILWAYS IN THE PROVINCES.—Considerable excitement has been caused in London by the publication of a letter from Mr. Francis Hincks, agent of the Canadian Government, to Sir John Pakington, Secretary for the Colonies, reproaching him for not letting the Canadians know positively that they could not hope for aid from the home government in the construction of the North American Railway. Mr. Hincks says that Canada did not come to England as a suitor for aid, but was invited there to co-operate in the construction of a great national work.

The *London Times* thinks that Sir John Pakington the Colonial Secretary, has committed a most serious blunder in refusing to complete the arrangements entered into by his predecessor to aid the North American Colonies in their projected lines of railroad. It fears that the Provinces will now seek and receive aid from the United States, to the detriment of British interests in the Colonies. "A more biting reproof and a more indignant remonstrance (adds the *Times*) has scarcely been addressed to a Minister of the Crown, since George Grenville himself kindled that portentous quarrel which convulsed the North American colonies; and we must add that we see, with deep regret, such language elicited from a man who is, like Mr. Hincks, warmly attached to the British connection."

MELANCHOLY SHIPWRECK.—The Cape Breton News states that the Norwegian ship *Deodata*, Jorgenson, master, from Richibucto, bound to Great Britain, with a cargo of timber, struck on St. Paul's Island, (a small island to the northward of Cape Breton,) during a snow squall, on the night of the 25th ult., and most melancholy to relate, the captain and ten men were washed overboard and perished—the mate and one boy being preserved in a most miraculous manner from a similar fate, by a sea which washed them in safety to the shore. In half an hour after she struck, the mate states, not a vestige of the vessel remained, the sea having completely broken her up.—*New Bruns.*