

on Central American affairs, because Government had then stated that they had made an offer of arbitration to United States, and that they were in daily expectation of a reply. Since that time, however, grave events had occurred. The proceedings of Gen. Walker had been recognized by government of United States, who had sent vessel of war there for the purpose of observation; and there was by last accounts from America, every prospect of an invasion of the Mosquito territory by that power of which General Walker was the head and dictator, with the view of annexing it to Nicaragua; and the House would remember that this country was obliged to protect that territory from external invasion. A grave responsibility devolved upon government in this state of affairs, whether in the interval any steps had been taken to press the United States Government for a reply.

Lord Palmerston was unable to give any definite answer; and concluded his statement by saying that the American Government had been made fully aware of the offer on the part of Her Majesty's Government, and we have not yet thought it necessary to press for a reply. In the present state of things it would be inexpedient that the opinion of the government be expressed; and I feel that the interests of the country, and the prospect of the continuance of the amicable relations between the two countries, would be promoted by the continuance of that judicious forbearance which the House has hitherto shown, and I hope that these discussions may terminate without any interruption to the peaceable relations between the two countries. (Hear, hear.) Whatever cause there is for collision, it is to be hoped good sense on both sides would prevent any unnecessary collision; but certainly discussion could not but be attended with injurious results. He said, after referring to the circumstances, that we are not in possession of any official information on the subject.

Dates from Crimea 21st, and Constantinople, 28th, bring nothing important from either.

French papers are filled with accounts of destructive inundation. At Lyons 500 houses were destroyed, and 150 at Avignon. At last accounts water was subsiding. 10,000,000 francs voted by Government for relief of sufferers. Empress has headed subscription list.

PORTUGAL.—Lime and Potatoe crops likely to fail from too much rain.

Fleet to be sent out from Spain to Mexico, is reported to consist of eleven ships. King of Greece has asked Infanta of Spain, sister of King, in marriage for the heir to Greek Throne. A favourable answer is given by Spain.

Emperor Alexander has been enjoying the hospitalities of the King of Prussia at Berlin.

Dr. Monk, the Bishop of Gloucester and Bristol, is dead.

MARKETS.—Consols, 94½. Cotton fair. Breadstuffs steady, with upward tendency.

FREIGHTS.—Bars and Rails, &c., to Boston, 15s. to 17s. 6d.; Philadelphia & New York, 12s. 6d.; New Orleans, 20s. to 22s. 6d. SALT—Boston, 12s. 6d. to 14s.; New York 15s. to 17s. 6d.; Philadelphia, 15s.; N. Orleans, 12s. 6d.

TIMBER.—Yellow Pine, 21s. to 22s.; Red, 14s. to 15s.

IMPORTANT FROM WASHINGTON.

SUSPENSION OF ALL DIPLOMATIC INTERCOURSE WITH ENGLAND — DEVELOPEMENT OF THE ALLIANCE BETWEEN FRANCE AND GREAT BRITAIN.—WASHINGTON, May, 30th, 1856.—Mr Crampton has concluded to close the British Embassy, and thus to terminate diplomatic intercourse between the two governments. Such a contingency sufficiently indicates that he is acting under instructions from his government.

It ought to be known that some days ago, when the dismissal of Mr. Crampton was under consideration in the Cabinet, the President sought an interview with him, and proposed an amicable suspension of the relations between himself and the Secretary of State. This Mr. Crampton promptly declined. Indeed, its absurdity would seem to be sufficient to discredit the proposition. After this, not contented with his position, the President sounded Mr. Crampton upon the question of closing the Embassy, which was thought to be a point of vitality in the relations of the two countries. Mr. Crampton was equally noncommittal upon this point. It would be difficult to credit such rumours from any other administration than Franklin Pierce.—The attempt, indeed, to compromise the matter with the chief offender, to preserve the relations of amity between the two governments by the agency of the party charged and about to be dismissed, was a egregious diplomatic blunder.

The French Minister has been the intimate and confidential adviser of Mr. Crampton in this whole matter. They waited the despatch of Mr. Marcy, and having received it as a disgusting blunder, in

accepting the apologies of the British government and at the same time dismissing Mr. Crampton, they determined promptly to close the Embassy, having secured all the advantages they could desire. It is not difficult to perceive that Louis Napoleon is actively fomenting the impending disruption between England and the United States.

It is well understood here that the present proceeding is the first step towards the active intervention of the alliance announced in Parliament by Lord Clarendon, between France and England, to take place in American affairs. The dismissal of Mr. Crampton, the closing of the Embassy, the equivocal conduct of the government of France towards the American officers, all foreshadow the designs of France and England on this side of the water.

It is believed that Mr. Dallas will be sent hence as indispensable to the wounded honour of England. This will leave the parties so far even in the dispute. But in the meantime—and we are almost ready to stake our sagacity on the result—we shall see a military and naval movement which will show how basely indifferent our government is to its own interests at the moment when it is readiest to "cry havoc, and let slip the dogs of war." It is well understood in Canada that fifty thousand men will be sent there from England on the first opportunity, and the leading Canadians have pledged themselves to raise 100,000 militia, and arm them with the Minie Rifle. This is what some of the most respectable men in the provinces have said in this city within two weeks. And what is also worthy of note, is that these very persons have been at the same time selling out their American securities. We know of other instances where foreign capitalists have been suddenly doing the same thing.

And, let us ask, what is to prevent the arrival of a hundred gun boats in the St. Lawrence or their ascent to and occupation of Lakes Superior, Erie and Ontario; and with the new and powerful guns which have been used so fearfully in the Baltic, commanding those lakes in spite of our remonstrances or exertions, while at the naval station of Penetanguishine they will find every provision for repairs and maintenance?

Would it be impossible after a sudden movement of this kind, for us to construct a single vessel of war, or a single fortification, within reach of his Baltic fleet in petto, lying off Sackett's harbor, or Oswego, or Buffalo, or any other port on Lake Erie? It would at least be difficult; and whatever the final result of the contest might be we should come to it only after the destruction of some of our noblest and most prosperous cities of the West, either by the ravages of war or the decline of commerce. All these things are possible; and what is worse, we must admit that they are contingencies no longer under our own control. It does not now depend upon us whether our difficulties are to be serious or light, but on the manner in which the English people receive the arrow we have sped them. The Nicaraguan difficulties have almost settled themselves by the establishment of the government of Rivas, and England will gain as much as we. But the Crampton affair is a point of honor, and no one can tell how sharp it may become.

But let us look again. Suppose while the people of England are meditating over the interruption of our friendly relations, this large army from the Crimea is landed in Canada, and these hundred gunboats cast anchor in the Lake. No war is declared; but there they are. Would not the American people express some dissatisfaction at such a manifestation? Would not the presence of such a force, threatening our own Northern frontier—this army and navy of occupation and observation—be cause for our declaring war? Would it not inevitably lead to it?

And here we are in the midst of difficulties such as the wisest cannot see the means of adjusting at this moment, and such as may put back the country fifty years—all, all because a weak minded President of the United States was determined to remain in office four years longer, and his small potato advisers around him ministered to his folly, in hopes of finally gaining something by it themselves.

To think that two great nations should be thus embroiled to feed the petty ambition of a conceited New Hampshire attorney, is enough to make one curse such a destiny as ours. The fate of this age, the fate of the whole world, is perhaps trembling this moment in the scales; in consequence of the private views and sycophantic support of them up to the last moment of credulity, by office holders, entertained and insisted on by that miserable specimen of an executive—Franklin Pierce.

The Cincinnati Convention have at least performed one good action. They have dismissed from public life one of the greatest caricatures of a

statesman. They have learned, not too fast we hope, that great men cannot be made in a hurry, nor the incubation of a turbulent Convention hatch out an eagle from an addled egg. Even the demagogues who have been so long picking at the barn door of the Treasury, were obliged to desert their companion and leave him to his fate.—N. Y. Herald.

A STEAMER BURNED.—We learn from the Boston Journal that the steamer City of Newark was burnt near New York on the 10th inst. She had 100 passengers on board all of whom, but four, are known to have been saved. Great consternation prevailed, and two men and one woman were drowned. The vessel was valued at \$15,000, and was insured for \$5000. The fire is believed to have been caused by excessive heat, and efforts to drive the vessel and hasten her passage to the City.

KANSAS.—St. Louis, June 9, an extract of the Westport Times of the 5th, says that reliable news has been received of the capture of town of Bernard by the Free State forces on the night of the 3d inst., and the destruction of from 12,000 to 15,000 worth of property.

The Boston Journal thinks that asking Pierce to make a speech congratulatory of Buchanan's nomination and his own ignominious defeat worse than calling upon a mourner to laugh, and was barbarous. He might well exclaim "save me from my friend."

TERRIBLE ACCIDENT.—On Friday morning a terrible accident occurred on the New York Central Road, at Pekin Station, between Suspension Bridge and Lockport, which resulted in instantly killing 2 persons and mangling 19 others. The passenger train going east was near the Pekin Station, fully up to time, there to meet the passenger train coming west. The latter was likewise on time, and was endeavouring to get upon the switch in order to let the other pass. The engineer of the former was a new man upon the road. His train was rushing on at full speed, despite the usual signs to stop, which were given by the switchtender. When he nearly reached the head of the switch, both trains came together with a terrible crash, the two locomotives riding up on one another, forcing the baggage car of the train going east through the passenger coach, immediately behind it, to the depth of 13 feet. The passengers in that coach were, as a matter of course, jammed and crushed into an indiscriminate mass, and terribly bruised and mangled.

WHEAT.—From all parts of the country favourable accounts come to us of the prospect of a good crop of growing wheat.—True, wheat has so many enemies to contend with before reaching maturity, that no certain calculation can be made from present appearances; yet the chance of a crop are much better when the fields look green and vigorous early in the season. In some of the southern States, the wheat harvest comes on in May and June.—N. Y. Tribune.

IRON STEAMERS AND THE COMPASS.—The new steamer *Persia*, the largest ocean steamer now afloat by her late voyage in this country, has demonstrated one fact of the profoundest scientific and commercial interest. Our readers are aware that her hull is built of iron. The great obstacle to the use of such steamers in ocean navigation has always been to neutralize the influence of such a mass of iron upon the compass. We incline to think this difficulty has been not a little exaggerated, though it has undoubtedly been a grave one. The variation of the *Persia's* compasses during the whole voyage, as we learnt from Capt. Judkins himself, did not exceed three degrees, which is at least one degree less than the average variation in wooden vessels. The *Persia* is provided with a compass elevated some forty feet from her upper deck, to be used in regulating the compass below if necessary, but the Capt. informs us that it was entirely superfluous and that when he returns to Liverpool he shall propose to have it and the mizen mast, which supports it, removed. We should add, that the aberrations to which the deck compasses are liable are corrected by a combination of magnets, patented by a Mr. Gray, of Liverpool, and which the Capt. thinks perfectly reliable, and all sufficient. It is not certain that another steamer, though built by the same architect, will have so little influence upon the compass as the *Persia*, or even that she will continue to carry hers so nearly in equilibrium another voyage; but this invention, with which she is supplied, the Capt. seems to think, makes it a matter of comparative indifference to him whether she does or not. The experience of the *Persia* will be likely to give a new impulse immediately to the manufacture of iron vessels in the United States, and create a new demand for iron, scarcely less considerable than that for railways. And the

were to be met in the old Corporation burying ground. As above remarked, the coffin, which was of pine, was comparatively in a sound state, notwithstanding the length of time it was in contact with mother earth. This fact, independently of the interesting association, connected with the interment, furnishes a strong proof of the durability of one of our staple exports.—Chronicle.

THE COST OF THE RUSSIAN WAR TO THE BRITISH GOVERNMENT.—It is ascertained from the late financial statements by the Chancellor of the Exchequer that the expenditures of the last two years, compared with two years of peace, were in excess by the amount of £53,088,000. To this amount must be added, for determining the cost of the war, an estimate excess of expenditures the present year of £26,550,000, making an aggregate during the three years of £79,647,000, to which must be added a large annual expenditure in many of the departments of the army and naval service, which will probably swell the ultimate cost of the war to £100,000,000. The amount of new debt created by the war, funded, and unfunded, is £44,440,000.

GUN BOATS AND TROOPS FOR CANADA.—The Gun Boat Fleet is to be immediately fitted with masts and spars, and made ready for a voyage across the Atlantic under sail. Their destination is the Canadian Lakes.

A large addition to the six regiments ordered to Canada was contemplated at the sailing of the last Steamer, and the news of the dismissal of the British Minister to the United States, and the acknowledgement of Walerk's government by the latter, after a solemn assurance of its disavowal of the expedition, and desire to co-operate with England to put it down, will cause the British forces in Canada to be put on the war footing.

The Plenipotentiaries who will most speedily and permanently settle all existing and probable causes of dispute with the United States are fleets, gunboats, and soldiers; and Lord Palmerston is just the man who understand the right way of bringing the American Government to reason.

A large number of heavy guns and mortars of the Crimean Siege train, and the reserve ammunition from Balaclava, are ordered for shipment to Canada.

The regiments on the way and those under orders bring with them all their waggons and camp equipage.—Montreal Advertiser.

FIRE.—About 10 o'clock yesterday morning the Carriage Factory of Mr. J. Harrison, Portland, together with its contents were totally destroyed. Insurance on the building £1000. Carriages, stock &c., uninsured. Mr. H.'s loss will probably exceed £5000.—Morning News.

BOAT RACE IN HALIFAX HARBOUR.—The oarsmen of the Union Boat Club left here last evening in the Creole for Windsor, en route to Halifax, where they will compete with the Haligonians on Thursday the 26th inst., for the sum of \$1000. It was the Union Boat Club which signally defeated the Bostonians on the Charles river, September last, and we believe they are pretty confident of success at the forthcoming trial. The distance to be rowed is six miles, and we have no doubt that our oarsmen will return home with flying colours.