

present ministry will be brought to an earlier termination than was some time since supposed. Many things as yet change in our political organization; various circumstances concur to prove that commerce must soon have its real in lieu of sham, freedom; and that the great principle of our political being is briefly to be realized, that not only shall all who are not represented not be taxed, but better than this, as behoves a people styling themselves free, that all shall be taxed and all represented.

London Morning Post.
THE WHIGS.

The Whigs are sorely annoyed by Sir Robert Peel's bold declaration that the government of which he is the head will stand or fall by the plan which he has proposed for restoring the finances and encouraging the trade of the country. They represent this as something very despotic; which ought to give umbrage to the great body of the supporters of the government. We are much obliged to the Whigs for their lively concern on the part of the supporters of the government, but we think we can take care of ourselves. The honor of the party will, we presume, be perfectly safe, even without the benefit of Whig suggestion. No doubt it is disagreeable for the Whigs to see the present government paying so little homage to the pattern set by the government which preceded them. The Whigs never said, when they proposed any of their great measures, that they would resign their government if they could not succeed in carrying them. They were much too cautious for that. Their policy was that of staying in office, happen what would, and therefore they were careful not to lay down inconvenient conditions. If, by any strange accident, they should be able to succeed in carrying a measure, it was to be chronicled as a matter of glory; if, in the ordinary course of affairs, they were to be beaten, and something different from what they proposed was to be forced upon them, it was to be submitted to as a matter of prudence. The consequence was that their government fell into contempt.

But the Conservative ministers are resolved that their government shall not fall into contempt,—and therefore Sir Robert Peel says plainly:—

"I think that, in regard to a measure of such importance as this, there should be no disguise; and if it could be supposed possible that in the present state of affairs, I could propose such a measure as that which I have proposed, without considering the fate of the government involved in it—and to make such a declaration appears to me to be scarcely necessary—I say that I do propose it upon the full responsibility of the government—not in its minor details, but as a measure which is to be the basis of the whole commercial and financial policy of the government, and a measure which I never should have consented to propose if I did not entertain the manifest conviction of its necessity—by risking my fate as a minister upon its result."

The measure which even the opponents of the government designate as a bold, a direct, and an honest measure, the minister himself unequivocally declares to be, in his opinion, necessary for the welfare of the country. What then is the bold and honest government to do but to carry that which it deems necessary for the welfare, or to retire? There is no middle course compatible with boldness and honesty.

From the Galway Vindicator.

EMIGRATION TO NORTH AMERICA.

While we feel bound utterly to discontinue the emigration mania, which pictures to foolish and indolent persons, scenes of competence and luxury to be enjoyed without toil—and we denounce as unsound, impolitic and deceptive, that emigration on a large scale is the panacea for the evils and woes of Ireland—we are at the same time bound to admit that vast numbers of our population, if prepared to encounter trial and willing to labor, are sure to benefit by removal to lands, where the scope for exertion is wider and the remuneration greater than at home—and further, that by emigration on a limited scale judiciously conducted, vast advantages may be secured both at home and to our colonies. Without however at present entering into the general question or its details, we must be prepared during the approaching season to see large numbers of our people taking their departure for the land of the west.—To those who have formed this determination we would point out the advantages of taking ship from this port. Encountering no delays or difficulties of channel passage, the vessel which weighs anchors in our dock, in a few short hours rides on the broad bosom of the Atlantic—and has achieved one third of the voyage ere vessels from the Irish sea or the channels can have reached an offing as far west as the mouth of our magnificent bay. The ships generally destined to the transatlantic voyage from Galway, have been sea worthy, commodious, well found and good sailors. Several worthy of this character are now on their berth here, or will shortly have arrived in our docks. Some of them we have already advertised—to these we may now add the fine new British brig Redwing—just arrived with a cargo of coals from Newcastle on Tyne. She is intended to sail from here for New York on the 25th of April—and without making the slightest invidious comparison with other vessels, we believe she will be found worthy the confidence of emigrants, that her accommodations will be found ample and superior, and that every attention will be

paid to their comfort by her experienced and skilful master.

The brig Midas of this port—a really beautiful vessel and a first rate sea goer has already completed her complement and sails on the 5th of April—wind and weather permitting. Other good ships are on their berths—and on the whole intending emigrants cannot fail to find their interests secured by sailing from this port.

London Shipping Gazette.

ENGLAND AND THE UNITED STATES.

We publish elsewhere the reply of Lord Aberdeen to the parting note of Mr Stevenson, which, because of its intemperance, elicited so much applause for its author on his arrival in the United States. The reply of the noble Secretary for Foreign Affairs to this document is a singular contrast to it. It will be remembered that the apparent object of Mr Stevenson so far as it could be observed in his note, was to fasten a quarrel on us on grounds which we repudiate, but which he insisted we should occupy, in order that he might have the opportunity of exhibiting himself in a position which would be effective in rendering him popular amongst the factions in his own country. Mr Stevenson contended that the principle adopted by our government was, that this country asserted a right which is equivalent to the claim of searching vessels in time of peace. This assumed position of the matter in dispute so pertinaciously insisted on as that of Great Britain, is thoroughly repudiated by Lord Aberdeen, who has felt himself compelled to inform the American minister as to what every individual who will understand it is aware of—the real question at issue. The Noble Lord states distinctly that the right of search, except when agreed by treaty to be permitted, is a purely belligerent right, and that it cannot be exercised on the seas in time of peace; but he urges that the right of search is not confined to the verification of the nationality of the vessel, but also extends to the object of the voyage and the nature of the cargo, and the Noble Lord then states that 'the sole purpose of the British cruisers is to ascertain whether the vessels they meet with are really American or not,' which is a claim totally distinct from that of the right to search, and is one which it is absolutely necessary should be exercised for many purposes, amongst which the prevention of piracy may be named. Would an American cruiser fail to search a vessel suspected by her to be a pirate, let the flag under which she made her appearance be of what nation it might?

Lord Aberdeen then vindicates the motives which have instigated this country to pursue the course she has adopted, and states that the right she claims to verify the nationality of ships 'is asserted in the interest of humanity, and in mitigation of the sufferings of our fellow men. The object has met with the concurrence of the whole civilized world, including the United States of America, and it ought to receive universal assistance and support.' This is but a reasonable expectation, and it is merely the assumption of a false dignity which prevents the active concurrence of the United States.

Nothing can be more explicit or less liable to misconception than the whole of the Noble Lord's note; there is a complete absence from it of all mere diplomatic circumlocution, or the assertion of principles so indirectly that they may be enforced or crept out of at pleasure. Lord Aberdeen has gone straightforwardly to work, and as the best possible exposition of the nature of the right claimed by this country, he communicates to Mr Everett the substance of the instructions under which the commanders of our cruisers act in reference to American vessels. These instructions will be found in the last paragraph but two of his lordship's note, and must set at rest for ever the grounds on which the two governments must conduct the dispute, if the dispute can after this note be continued. It cannot indeed exist, if there be any real desire on the part of America to terminate the slave trade; and this position has been admirably put by Lord Aberdeen, who appropriately concludes his reply in the following terms:—

"Mr Stevenson has said that he had no wish to exempt the fraudulent use of the American flag from detection; and this being the case, the undersigned is unwilling to believe that a government like the United States, professing the same object, and animated by the same motives as Great Britain, should seriously oppose themselves to every possible mode by which their own desire could be really accomplished."

This document cannot fail to smooth the way for a satisfactory settlement of this disagreeable question by Lord Ashburton. We wish we could see so complete a close to the termination of the other matters at issue between the two countries.

EUROPEAN NEWS.

The example of her Majesty, in allowing, or rather requesting, her income to be taxed the same as her subjects, has been followed, as every one thought it would be, by the Queen Dowager, who has thus voluntarily relinquished about £3,000 yearly.

Dreadful Accident at Helensburgh,

and Extensive Loss of Lives.—Yesterday, between twelve and one o'clock, a most calamitous accident took place at the quay at Helensburgh. The Telegraph, a steam boat propelled by engines on the high pressure principle, arrived at Greenock from Glasgow about noon, and took on board a number of passengers for the opposite side shore. She had landed at the quay of Helensburgh those whose destination was that town, and was just setting off for the Gareloch, when the boiler burst with a tremendous explosion, which was distinctly heard in Greenock, a distance of four or five miles from the spot. With the least possible delay, two steamers, one belonging to the Old, and the other to the new, Clyde Shipping Company, set off from the harbour, to ascertain what had taken place, and to render what assistance might be needed in the circumstances.

At two o'clock, one of the steamers returned with the mournful intelligence that thirteen human beings had been killed on the spot, and that all the others who had been on board at the time were more or less injured. It was added, that the greater number of those who had lost their lives were so dreadfully mangled and mutilated, that their identification in some instances were difficult, if not impossible.

Not to speak of the number of individuals hurried by the explosion into eternity in a moment, or injured to an extent from which they will never recover, the engine and part of the boiler of the boat was propelled through the air, and landed on the quay at the distance of a hundred feet.

The boat was split from stem to stern, and the deck timbers blown to fragments and scattered all around.—*Scottish Guardian, March 22.*

Examination of Shipmasters.—A bill is now before Parliament, under charge of Captain Fitzroy, M. P. for Durham, which has for its object the examination of masters and mates, and a certification, by qualified persons, of their fitness for their duties before they are allowed to enter on them. The business of examination is proposed to be done by Boards of Examinators, one of which Boards will sit at each of the following ports:—London, Liverpool, Bristol, Newcastle, Hull, Dublin, Leath, and Glasgow—and will consist of three, or (in London) four experienced seamen, who will be examiners, a Secretary (in London) and a Clerk, or a Clerk only; of which examiners aforesaid one shall have commanded a vessel or vessels, in the merchant service, at least seven years, and shall have been in the Pacific and the Indian Oceans—another shall have been at least seven years in the coasting trade of Great Britain and shall have commanded a vessel or vessels, in the merchant service, at least seven years—another of these said examiners shall have commanded a steam vessel or steam vessels, at least, three years, and also shall have been four years at sea in a vessel not worked by steam—and another, who shall be the principal examiner, shall have a competent knowledge of theoretical as well as practical navigation, and shall have been at sea at least seven years.

The Royal Albert, 120 Guns.—The Lords Commissioners of the Admiralty have ordered that a first rate ship of war, of 120, guns be built in the Woolwich Dockyard, and in compliment to her Majesty's illustrious consort, to be named the Royal Albert. This splendid vessel will be built on a plan submitted to their

lordships by Mr. Oliver Lang, master shipwright of the yard; and will be constructed under his own immediate superintendance, on the slip from which the Trafalgar, 120 guns, was launched on the 21st of June, 1841, in the presence of her Majesty, Prince Albert, and an immense concourse of spectators.

There are eighteen line of battle ships, fourteen frigates, and sixteen sloops, and other smaller vessels of war, now building in the various naval dock-yards.

A Berlin correspondent of the Gazette of Upper Germany, writes on the 13th inst.—'Affairs on the frontier, between Prussia and Russia, are assuming a serious aspect. Continual conflicts are occurring between the peasants of the two nations, and they are so inveterate that they give each other no quarter. It is said that the troops are to be sent to such of the points where these little battles are most frequent, in order to put an end to the smuggling and the incursions of the Cossacks over the Prussian frontier.'

Russia.—The 'Boulogne Gazette' gives a letter from Berlin of the 18th, confirming the report of a military insurrection at St. Petersburg. A regiment was stirred into rebellion by its officers. The emperor repaired immediately to the barracks, and by energetic, reprimands strove to bring the rebels back to a sense of their duty; an officer stepped forward and attempted to seize on the emperor, when his Majesty shot him dead. The barracks were then regularly attacked by other troops, the regiment almost entirely destroyed, the survivors sent into Siberia.

The Temps still maintains that a military insurrection has really broken out at St. Petersburg. The denial given to the report by German papers is not to be credited. It appears certain that a very serious mutiny occurred in the Russian capital, which was put down by force alone, and after much shedding of blood. The origin of the insurrection is ascribed by some to the desire of the troops to proceed in aid of their co-religionists oppressed in the Turkish provinces. Discontented with the inaction of the reigning Sovereign, they wished to proclaim Emperor the young Grand Duke Alexander, and march under his orders against the infidels. Others pretend that it was in contemplation to create a vast republic, which should unite under its rule not only all the Scythian provinces of the empire, but those now under the yoke of the Sultan, or belonging to Austria and Prussia.

The Limerick Chronicle states, that by the new property tax the Earl of Limerick will have to pay nearly £1,000 a year out of his Irish rent roll whilst residing in England.

Effect of Sir R. Peel's Financial Plans in Ireland.—From every town in Ireland we hear expressions of confidence in the worthy Baronet, whose factious opponents are powerless. One fact is worth a thousand assertions. On Tuesday last, at the Dublin Corn Exchange, there was an improvement in the demand of all descriptions of grain, and an advance of 1s on wheat, and 6d on oats, by the barrel, while barley maintains its previous price. Again we find at this day's market a further advance of 1s on wheat, and 6d on oats, while barley holds its ground. These are facts which cannot be distorted. They speak trumpet tongued against the factious falsehoods put forth by the opponents of the Peel Administration.—*Dublin Packet.*

We understand, from an authentic