

## European News:

From British Papers to the 19th October, received by the Steamer Caledonia.

From Willmer & Smith's European Times.

**Domestic.**—The dock yards and naval arsenals of England, exhibit extraordinary activity at the present moment. In many of the outports steam frigates of the largest class have been ordered by the Government to be ready by a fixed period, according to contracts, and the builders have been bound down in heavy penalties to have them like the old Commodore, "fit for sea" at the required time. The contractors have recently been informed by the admiralty that the penalties will be rigidly enforced in the event of failure as to time. In addition, surveys are being made for placing the whole coast in a position of the greatest strength and impregnability. But the natural inquiry is, whence this warlike activity? What is the occasion that demands it? We are at peace with the world; our ships ride quietly on every sea; the Foreign relations of our country wear a pacific appearance. With all the powers of Europe we are apparently on the most friendly terms—not a ripple disturbs the calmness of the ocean wave. What, then, can be in the wind which indicates the strange and unnatural prescience of the storm? With the exception of the misunderstanding in the Rio de la Plate, to which France, equally with ourselves, is a party, there is nothing palpable to vulgar ken in this galvanic movement in the arsenals and on the seaboard. These who profess to see farther into a millstone than their neighbours, point to the "Far West"—to Oregon, for a solution of the mystery. President Polk say they is determined to have the disputed territory, irrespective of the consequences. The spirit of his inaugural address the same authorities add, actuates the President and his democratic Congress. The comparative weakness of the Whigs in the House, as well as the Senate, and the strong feelings which influence a large portion of the citizens of the United States on this question, are adduced as potent reasons for the arming and the preparations for onslaught, of which the dockyards of Britain at the present moment give audible proof. The preparations to which we allude are unquestionably matters of fact; whether the inference deduced therefrom be correct, is another question. But the quidnuncs, who are never at a loss for reasons on which to build a speculation, however absurd, instance the fact of Mr. Everett having declined an invitation to a public demonstration in Boston, on his return home, because he could not speak except of vague generalities, without violating official confidence as a proof that the relations of the two countries, arising out of the Oregon, are critical, and likely to involve the last alternative—war.

**The Failure of the Potato Crop in Ireland** is a most distressing event. The accounts connected with this subject; from all parts of that country, are painful in the extreme. With the greater part of the labouring population, living at all times from hand to mouth it only requires the failure of an esculent which enters so largely into their food, to produce misery of the keenest, the most heart rendering description. Ireland does not suffer exclusively by this calamity this year; but elsewhere, from the comparative comfort of the lower orders, they can better endure and provide against it. Even in this respect, owing to the demand for railway labourers, a portion of the poor in Ireland are in a better pecuniary state than formerly, but as a set off against this advantage, the grain crops have not given their customary store, and the loss of the potato will be correspondingly felt. The miseries of Ireland are such a fruitful topic of declamation, the sound is so constantly reverberating upon the ear, that it loses its effect—is disarmed of its horrors. But however unimpressive the reiteration of misery is to the tympanums of those who are obliged listen to it, far different must be the result upon the unfortunate wretch who feels its intensity in the flesh—in the stomach.

**Commercial.**—The Cotton Market is depressed, the business transacted is limited, prices have a downward tendency, and holders, evidently not at ease, show a desire to accept the current rates and to press their stocks. The sales of the week ending on Friday only amounted to 20,000 bales, and limited as this business is, it was even more restricted yes-

terday—for not more than 1,500 or 2,000 bags changed hands.

A variety of causes may be adduced to account for the present stagnation. Foremost is the railway madness. It swallows up all classes and shades in its vortex; the steady merchant and the reckless gambler are alike bewitched by its allurements, and sage grave men, whose organization would seem to put them out of the way of temptation, act like persons labouring under stimulating draughts, and increase by their conduct the general madness.

The state of trade in the manufacturing districts, does not certainly give an indication of the existing feeling in the Cotton market. The trade is less brisk than it has been, but it can be accounted for without reference to the circumstances at which we have glanced, and exists irrespective of them. The Yarn market is especially dull. Large quantities had been purchased for exportation to Germany, on the assumption that the Zollverein would have imposed a higher duty on cotton twist; but the Congress was brought to a close without that step. The parties, therefore, who anticipated such a course, and speculated upon it, will rather suffer than gain by their premature activity. The market for goods in Manchester and the neighbourhood, is also less active, and prices have receded a little—they are "easier" in the parlance of the trade. The Woollen trade in the Yorkshire districts has also diminished somewhat in activity, but still maintains a healthy appearance.

**The Money Market** shows symptoms of wavering under the black clouds which appear in the distance. During the last few days, the price of Consols has declined one per cent. and the value of Money is higher.

From the London Times.

**Italy.**—As you will have already learned, the Papal dominions have been troubled by an attempt at insurrection at Rimini. Incited by some political refugees, who had clandestinely returned, and some foreigners, chiefly Poles, a rising of the people was effected, and they gained, and for a time maintained, the upper hand. But their triumph was not of long duration. The authorities acted with great firmness and decision, and the insurgents were soon overpowered.

**Switzerland.**—The war between the Jesuits and the Radicals continues as intense as ever; but luckily, instead of being carried on with swords, and pistols, and stout sticks, it is fought out in the newspapers. The consequence is, that it does not do much harm.

**Germany.**—Berlin.—The Zollverein have separated without increasing the duties, contrary to the expectations of everybody.

The new religion continues to excite attention. The King has had a squabble with the municipal authorities about it. They lectured him, and he lectured them, and each was highly dissatisfied with the other.

Nothing new has been said about the constitution. From the neighbouring kingdoms and states there is no news of importance. Saxony is still in a state of agitation.

**Russia.**—St Petersburg, October 6.—The Emperor is much annoyed by the late affairs in Caucasus; so much the more as it was he himself who schemed and ordered the operations. The loss to the Russian army has been much more serious than represented.

A new conspiracy is said to have been discovered at Warsaw, and some scores of wretched victims, chiefly students, have been packed off to Siberia, and to the dungeons of the fortresses. Great cruelties are practised towards monks and nuns, and the people in general, to compel them to abandon the Catholic for the Greek Church.

**Massacre of the French.**—Accounts have been received from Algeria of a general insurrection having taken place among the native tribes dwelling on the frontiers of Morocco. Abd-el-Kader, having placed himself at their head, had opened the campaign by cutting to pieces a body of 450 French troops.

**Defeat of the French in Algiers.**—There is little of interest in the foreign news of the week beyond the tidings from Algeria. That brave and unsubdued chief, Abd-el-Kader, has achieved another triumph over his French invaders. He surprised and captured 200 of them. The poor fellows it is true, were sick, and could make no resistance; but coupling this with the previous defeat recorded in our last, it would appear that the French

arms in Africa are in a fair way of losing their laurels in these unfortunate encounters with the children of the sun—the sons of the desert.

**Algeria.**—Paris journals announce that a general insurrection had taken place among the native tribes on the frontiers of Morocco; and that Abd-el-Kader, so often a solitary outcast and wanderer having placed himself at their head, had opened the campaign by cutting to pieces a body of 450 French troops. The native tribes have, it appears, tried force and fraud with equal success. A French column of 1,500 infantry, having advanced into the insurgent territory, has had two warm encounters, in one of which the chief of a battalion has been killed. Meanwhile the superior commander of an important post has been duped by the neighbouring tribes, who pretended to be menaced by parties of Abd-el-Kader's cavalry, into marching out to their protection with the greater part of the forces at his command. The sequel shows how vastly he had been deceived as to the sincerity of his allies, and the numbers and power of the enemy, though he was guilty of no other folly than participating in a national delusion, and was quite as much mystified and cajoled by his own Government and people, as by the barbarous tribes among whom he was so rashly posted, and who owed him so little fidelity.

The report of a brisk fusillade having been heard in that direction from Djemmaa Ghazaouet, the Captain of Engineers in Command of the post sallied out with 150 men to reconnoitre, and open a communication with the column. He was however, obliged to retrace his steps before a numerous body of armed men, and to provide for the security of his post. Colonel Montagnac, basely betrayed, was allured into an ambushade by the very Arabs who claimed his protection. At a distance of four leagues within our frontier, he was surrounded and attacked by Abd-el-Kader, followed by all his forces, and assisted by the numerous contingents of the savagetrices of that part of Morocco. Our small column, overpowered by numbers, was almost entirely destroyed. In conclusion, we will content ourselves with observing that the 8th Regiment of Chasseurs of Orleans and the 2d Hussars have a sad but most glorious page to add to their military history.

**Rumoured Protest of the British Government against the Marriage of the Duke de Montpensier with the Infanta of Spain.**—The following important letter has reached us by express, from our correspondent at Madrid:—

"Madrid, Oct. 7.—The King of the French's grand project, the marriage of his youngest son with the Infanta of Spain, is in danger of being wrecked when full in view of the port of Barcelona, the British government having, within the last few days, formally announced to those of France and Spain its opposition to such an alliance. It very properly will not abide by what passed in private between Queen Victoria and King Louis Philippe, during her Majesty's last visit to the Chateau of Eu. I have the above news from an authentic source, and future events will prove it to be correct. If the Duke de Montpensier marries the heir presumptive to the Spanish throne, it will be *vi et armis*, and against the will of the cabinets of Russia, Austria, Prussia, Portugal, and Great Britain. The French party, which now includes Narvaez, is, I hear, in consequence, highly irritated against the 'Heretic government,' as it is the fashion here to term Sir R. Peel and his colleagues; nevertheless, it seems the latter are quite Catholic in their opposition to the above marriage."

**Greece.**—The Augsburg Gazette has the following from Athens, 29th Sept:—There was a great agitation here on Monday last, in consequence of an article published in a journal calling on the Greeks to rally round the king, whose life was threatened by murderers. It stated that the writer of the article had in his possession proofs of a detestable conspiracy, and that the 15th of October was fixed upon to carry its schemes into effect. The journal in which it appeared is regarded as the organ of the ministry. The editor was obliged some years since to absent himself in order to escape prosecution, but has since returned. A very great sensation has been caused by this, and several of the deputies of the chamber have demanded that he should be brought to trial for it."

**Volcanic Eruptions in Iceland.**—The Hamburg Borsen Halle, Oct. 7, contains the following communication from Copenhagen, under date of Oct. 4: "The

English journals have already stated that the largest of the Orkney isles was, during a violent storm from the N. W. on the night of the 2nd ult., covered with fine ashes resembling ground pumice-stone; and that it was thought they had been driven by the wind from Mount Hecla, in Iceland, as similar appearances had been observed during several years—now learn that on the same or following night the crew of a vessel, bound to this port from Reikiavik, observed, whilst about eighteen English miles from land, volcanic flames on the southern coast of Iceland. On September 3rd, two vessels near the Fawe Isles were also covered with ashes.

According to letters which have been received here, an earthquake occurred on the previous day in the west, north, and east portions of Iceland. More recent intelligence has arrived from the southern part it appears that the eruption was a more violent one than any that had taken place there during the last 60 years.

The latest accounts are of Sept. 15. They confirm the intelligence of a volcanic eruption in the southern part of the island on Sept. 2d, the first since the memorable one which occurred 19 years ago. The extent of the fall of sand and ashes is not yet known, but it is ascertained that the populous districts adjacent to the volcano have not been seriously injured, except that the grass plots near the mountains were destroyed.

## RAILROAD COMMUNICATION WITH CANADA.

We are glad to see by the papers which came to hand on Tuesday, by the Britannia, that the important project for connecting Quebec with the Atlantic, via Fredericton and St. John, N. B., with Halifax, is exciting that attention in Canada, New Brunswick, and Nova Scotia, which the importance of the subject demands. As a great and energetic scheme for connecting the mother country more immediately with her North American possessions, it is deserving of all praise; and in a mere pecuniary point of view, considering the great interests involved, the daily increasing trade which will be still further opened up by its instrumentality, and the vast saving of time by the tedious route of the St. Lawrence, it is one of the most bold and happy schemes which has recently occupied public attention. The extent of the line—they will approach 600 miles in length—appears in its present shape sufficiently extensive; but the views of the spirited projectors go beyond Canada West, and extend as far as the shores of the Pacific. Viewed in this light it is an undertaking in which the commerce of the world, but more especially the commerce of Britain, is immediately and deeply involved. A scheme so gigantic ought to have the support of the "powers that be," and we are glad to learn that in addition to the aid of the Colonial Government, it is in favour with and has received the patronage of the Home Government. But at present it would seem that the projectors do not contemplate going beyond Canada.

Steam, which has wrought such changes in the face of physical nature, may be said to have turned the noblest rivers from their courses. The great St. Lawrence will lose something of its utility, but the colonies and the mother country alike will save time, and necessarily capital, by making Halifax and St. John the great naval stations. With a railway at those points, uniting the metropolis of Lower Canada, a speedy and remunerative communication would be established, which could hardly fail to prove as productive to the shareholders, as it would be convenient and beneficial to the public.

There are two or three projects already before the public for engrossing the trade of Eastern and Western Canada. Foremost in point of importance may be named the projected line from Boston to Burlington, with a branch to Montreal, which would absorb the eastern trade of the Colony; and next is the one at which we have glanced above, from Halifax, through New Brunswick, to Quebec, with a branch to Montreal. Halifax and Saint John are both good stations, open at all seasons of the year, particularly the latter; but the projectors of this great scheme, or the colonial government, will not do justice to themselves, unless they improve the approaches to these harbours, and make it as safe a port for the arrival and departure of vessels as possible. In our paper of the 19th July we suggested the adoption of bell buoys, and lighthouses off Halifax, and along the coast east and west of Nova Scotia. The same improvement is requisite at the port of St. John, which, we have no doubt, would be adopted by the spirited inhabitants of that province.

The scheme, we observe, is extremely popular with the press and the capitalists in both provinces. The meeting held in Halifax on the 2nd of the present month, at which the honorable the Attorney General, the Speaker of the House of Assembly, and J. B. Uniacke, Esq., delivered powerful and argumentative speeches on the project, as well as those held at St. John and Fredericton, cannot fail to have its effects upon public feeling at the present moment on both sides of the Atlantic.

If this new and really magnificent undertaking be placed before the public on this side of the water in a proper manner, it cannot fail to command the attention of capitalists.

We understand that George Hudson, Esq., the largest holder of railway property in Eng-