

European News.

Arrival of the Steamer Europa.

From Willmer & Smith's EUROPEAN TIMES, August 10.

Sir Charles Napier has been defeated in Lambeth by a Majority of more than three to one. The successful candidate is Mr Williams, a Financial Reformer, and formerly member for Coventry, to which place the Lambeth electors have consigned the hero of St. Jean d'Acre.

It would seem that the gigantic scheme of the President of France to visit the entire zone of the Republic has been circumscribed. He will leave Paris for Dijon on Monday next; from thence he will proceed boldly to Lyons and Besangon, and will return by Strasburg and Metz, abandoning the whole of the southern and western journey. All the diplomatists and politicians of every shade are on the move. The Duke of Bordeaux having fixed his head quarters at Wisbaden, all the high flying Legitimists are proceeding thither to meet him. M. Guizot has gone to Ems to comfort himself with Madame de Lieven, and intrigues of all kind will be carried on during the prorogation. The Mountain party are not inactive, and it would seem that they have recently formed an alliance with the extreme Legitimist section. On a recent occasion in the Assembly, their tactics and open intercourse became especially noticed, and it was even thought that the fatal moment, 'the ides of March,' had arrived, and that some modern Casca was ready to make the first stab at the Republic. Singular enough that General Changarnier was absent on that occasion; and it seems to be conjectured that the ambition of this general is to be used as an engine to overthrow the Republic; but what is to happen afterwards no one pretends to divine. The ultra-Republicans and the ultra-Royalists are ready enough to conspire to put an end to the present government; but this accomplished, the two parties would fly asunder, and endeavor to destroy each other with the most deadly political hatred and rancour.

Some serious disturbances have taken place at Marseilles, arising out of the relaxation of the quarantine laws and the dissolution of the Board of Health. These have been given out as a reason for abandoning the intended visit of Louis Napoleon to that city. The President will return to Paris from his tour on the 28th inst. On Wednesday evening a deluge of rain visited the city of Paris, and for a short time half the capital was submerged in a lake of water. If the shops in the Chaussee d'Autin, the centre and most fashionable spot in Paris, were a foot deep in water, the extent of the inundation in other parts may be easily conceived. On the Boulevard Montmartre coaches plied to carry passengers across the road.

Since our last the belligerents in the Duchies have each assumed a defensive attitude, without any apparent design at the moment of attacking each other. General Willisen has fortified his position at Rendsburg, whilst the Danes occupy a strongly entrenched position at Schleswig. The Danes have declared martial law in all the districts round them, and their army observes the strictest discipline. General Willisen's advertisement for recruits has been responded to by a number of German officers who have joined his standard; but, as far as we can judge, they only appear to be mostly of those unquiet spirits, soldiers of fortune, who are always to be found where there is fighting going on. Contributions of money have been sent to aid General Willisen from various States of Germany, and the report is industriously circulated that the Hanoverians are about to support the cause of the Duchies, which junction will be very deplorable. The Danes on the other hand, do not seem inclined to follow up their late victory by risking another general engagement at present. It seems to us that they rely upon the interference of the Great Powers to put an end to the war. Following up the protocol of the 4th July the Ministers of Austria, Denmark, France, Great Britain, Russia, and Sweden, met at Downing-street on the 2nd inst. The Austrian Minister sent his fresh protocol *ad referendum*, to his court, and the Prussian Minister, Chevalier Bunsen, certainly was not present. All the other Ministers came to a definite agreement to establish formally a perfect harmony of action, and they declared that the state of the possessions at present united under the dominion of his Danish Majesty be maintained in its integrity. In the 2nd article they recognise the wisdom of the views which determine the King of Denmark to regulate eventually the order of the succession in the Duchies, so as to facilitate the arrangements to secure the object without impairing the relations of Holstein with the Germanic Confederation. They further rejoice that a treaty has been signed at Berlin under the mediation of England, and they express a firm hope that it will restore peace. And lastly, they determine that they reserve to themselves to enter upon a future agreement in order to give an additional pledge of ability to these arrangements by an ACT OF EUROPEAN RECOGNITION. Diplomatic language cannot speak in plainer terms. The Envoys of the Great Powers are to meet in London with full powers, and it appears to us that, situated as Austria and Prussia are at this moment with regard to each other, it will be quite impossible to defeat the intentions of all the other Powers of Europe.

We profess ourselves quite unequal to the task of describing the position of affairs between Austria and Prussia. We have always deemed their quarrels a mere contest for ascendancy, each endeavoring to catch some portion of the popular passing breeze, but both uniting to prevent the democratic principle taking root in Germany. Some of the journals state that the Emperor of Russia has issued a ukase, ordering seven men out of every one thousand in the western provinces, and ten in some other provinces to be raised for the army, thereby increasing his overgrown military force by at least 180,000 men additional.

TRADE.—We still continue to have a good business going forward in every department of trade. The value of all descriptions of imported produce is steady, and transactions to a fair extent have been effected. The prospect of an abundant harvest is good, and this, with our present cheapness of money, will no doubt exercise a favorable influence on our markets generally.

There is not any change to report in the Corn market. The weather has not been of a favorable character for harvest operations in this district, but it has not had any effect upon the market, speculators deeming it quite unsafe to enter into operations at present.

IRELAND.—A Tralee paper states that the alarm felt during the past week respecting the potato blight has subsided, the disease not having committed the ravages reported.

The Potato Crop.—Dublin, Thursday.—There are some unfavorable reports this morning from the south. In the King's County the disease has certainly appeared, and has been spreading rapidly within the last few days.

AFRICAN AFFAIRS.—Liberia.—Advice from Liberia, of the 25th of May, state that the cession of the Gallinas territory has been finally made to the Republic whose jurisdiction now extends over an unbroken line of coast from the Bar to Cape Palmas, so that the possibility of reviving the slave trade on any part within these limits is extinguished. The purchase of the Gallinas territory was effected by private subscriptions from persons in England and America, Mr Samuel Gurney having alone contributed £1000.

HOUSE OF LORDS.—AUGUST 8.—*Railway in Canada.*—Lord Stanley presented a petition from magistrates, freeholders, and others of the County of Westmoreland, in Canada, referring to a project which was under consideration for extending a line of railway communication through the whole Province of Nova Scotia, New Brunswick and Canada, to Quebec, pointing out the great advantage that would be derived both locally and socially from such a measure and praying that it might meet the support of the Government. They proposed that Parliament should give a guarantee under which a sum might be raised equal to that which the colonists themselves were prepared to guarantee.

Colonial News.

Novascotia.

Gratifying if True.—We are informed, and our hope is that the rumour may prove well grounded, that the purchasers of the wreck of the Viceroy, having saved her engines undamaged, are in expectation of being enabled to float off the Hull, and in case of succeeding, will repair her, and place her on the line hence to Boston as a regular packet, touching at the principal intervening Western ports.—*Halifax Sun Aug. 21.*

The Terminus.—It would appear, that some of our fellow citizens have gone off into 'Chicken fits,' in contemplation of the Terminus of the European and North American Railway being located at Whitehaven, instead of at Halifax. To all such we would say—make yourselves easy—keep cool. The proposed Railway being in the hands of practical men, immediately interested in finding the best route, and proper locality for a terminus, will ensure the most attentive consideration of the advantages of Halifax as the Great Ferry House in North America.—These advantages cannot possibly be overlooked; and they cannot certainly be surpassed. We venture no opinion as to the eligibility of Whitehaven, for the Grand Terminus; neither have we any wish to enter into a controversy with those who assume the possibility of bridging the Strait of Canso and extending the line of Railway to Louisbourg.—What we mean to maintain is this: Halifax Harbor possesses so many known advantages that it is not at all probable that interested parties will attempt any experiments 'down East.' We venture to assert that if the entrance to Halifax Harbor was buoyed off from Chebucto Head to a distance of ten miles beyond that locality, it would be the easiest port to make and enter throughout the whole extent of Neptune's dominions.

Canada.

Of the European and North American Railway, the Montreal Pilot remarks.—Its advantage to Lower Canada can not but be manifest. The completion of the St. Lawrence and Atlantic Railway, and the construction of the European and North American Railway, will place Montreal within two days distance

from Halifax, and nine days from England; and seven days by Telegraph.

West Indies.

St. Kitts.—The gale of the 11th began in the early part of the day, blowing in puffs from N. E., and at midday, veered to S. W. During the night, several vessels were driven on shore—including bark B. Greene, of London, partly laden, and three sloops. The bark Robert, of London, brig Premier, of Glasgow, rode out the gale. The damage sustained on shore was trifling, but it was feared the canes exposed to the southerly blast has suffered.

St. Martins.—The gale set in at this place, at 5 p.m. on the 11th—blowing with violence from E.N.E., until nine o'clock when it became perfectly calm, and continued so until near 10, when it commenced again from S. S. E., and blew with increased violence.—Nearly all the fences and trees were destroyed; but little damage was done to the buildings. An Am. ship and bark in Port were both dismantled; brigs Victoria and Enchantress, both driven on shore; and a sloop at anchor when the gale commenced, has not since been heard of. There were no lives lost among the shipping; but damage to the extent of 25 to 30 per cent has resulted to the salt heaps. The prospect for the season is destroyed—the water being from 10 to 15 feet deep in the pond.

Dominica.—This island has suffered severely from the effects of the hurricane. On Thursday, about 8 a.m. the sea began to assume a threatening appearance, the wind from the N. W., but not all what could be called a gale. Barometer at that hour had fallen a tenth; at noon, appearances became more threatening; the wind veered to S. W., and it became evident that a storm must have commenced to the southward, and that the vessels in the roadstead were in great danger—as the wind was blowing right in shore.—About 3 o'clock, a fine ship, the Osbert, laden with 600 or 700 hhds. sugar, and ready to sail for England, parted her cables, and came ashore stern on. No assistance could be rendered from the shore. A boat in attempting to go off was capsized, and the people were rescued with difficulty. At 8 o'clock, the ship began to break up, and the whole bay was soon strewn with the wreck and the empty sugar casks. A short time sufficed to consummate the work of destruction, and soon there remained nothing of the once noble ship, but a few detached portions embedded in the sand. Besides the Osbert, no fewer than six vessels were driven on shore, all of which were more or less injured.

Barbadoes.—Previous to the 11th the weather had been very unsettled. Heavy rains had fallen, and strong breezes from the S., and S. W. prevailed. The damage on shore was confined to uprooting some trees.

St. Lucia.—The gale of the 10th was experienced in all its fury between the hours of 8 and 11 a.m.

Martinique.—A Government steamer had been despatched, subsequent to the 10th in search of missing vessels.

Demerara.—A bill patenting an improvement in the manufacture of Rum has passed a second reading in the Court of Policy. The Gazette of the 18th of July states that valuable discoveries of gold have been made on the borders of the river Yurnary in Venezuelan Guiana. The Zoyle came here a few days ago, bringing among its passengers one of the first merchants of Ciudad Bolivar, the capital of the Oronoque district of the Venezuelan State. This gentleman who stopped here on his way, to St. Thomas, brought with him some samples of the gold lately found among the washings of the river Yurnary, and sent them to our office. The grains are about the size of a pea. The gold there is every reason to suppose, is as good as the best in the world, and considerably superior to that of California. There is no doubt from the vicinity of the Yurnary to our territory, that the veins of gold stretch to no little distance into this great portion of the American continent, over which the British flag waves.—*Halifax Novascotian, August 21.*

New Brunswick.

Great Storm.—On the 29th ult., a violent storm of wind and rain was experienced at Lincolns, about 12 miles from Houlton. Several buildings were blown down, and others much injured, nearly all the fences in the neighborhood were scattered over the fields. Considerable damage was also done to the grain, and about 30 acres of forest trees were levelled with the ground.—*Woodstock Sentinel.*

United States News.

A Heart-rending Calamity occurred at Lynnfield, in Massachusetts, on Thursday last, the particulars of which are thus given:—

LYNNFIELD, Aug. 15, 1850.

A very painful casualty occurred this afternoon in the Suntaug Lake, in this town. A party of about 150 persons from Lynn and Saugus, came here on an excursion of pleasure. After having taken their dinner in picnic style, in the beautiful grove which skirts the lake, they obtained a paddle boat, and amused themselves by cruising around the shores, and the island in the pond. Several different companies of the party had made excursions in it with safety, but the last company met with a most terrible catastrophe. Twenty-five persons were on board the boat when she left the shore. As they approached the island, the paddle threw some water on one side of the deck; the company then pas-

sed to the other side. This caused that side to be wet, and they crossed back again. This was done several times, and these sudden changes of position caused the boat to rock violently. Some of the party, becoming frightened, got upon the seats, and this made the boat dip more. The company now became panic-stricken, and as one side went down into the water, some of the passengers sprang upon the wheel-house, which was in the centre of the boat, when, unfortunately, the boat was completely capsized, bottom up. Mr Jonathan Tarbox succeeded in getting on the bottom of the boat, and though he could not swim, he managed to save a number of lives. A man and boy who could swim, stripped themselves, and swam to the shore. Although the boat was near the shore, in a quiet cove of the island, yet fourteen lives were lost!!

The first train of cars over the York and Cumberland Railroad, and over the Kennebec and Portland, entered the city of Portland on Tuesday at 11 o'clock, at Deering's Bridge.

More than Six Hundred Dead on the Plains—Military Movements.—Fort Lamarie, July 1, 1850.—For a few days past the emigration has very sensibly diminished, but still the road is thronged, and a large crowd yet behind. Up to last evening the number of names registered at this place was 38,312. The number of waggons 8,773. Making a small allowance for those who have not put down their names we shall have about 40,000 for the number of those who have passed this point.

The leading trains passed here two months since, and must now be in the vicinity of Sacramento. Between that point and this, there is one continuous line of gold diggers dragging its slow length towards the Pacific. From the scarcity of provisions among many of the emigrants, there can be but little doubt that the suffering will be frightful in the California mountains. Government should push forward from California supplies to relieve those who started on a 2000 miles' journey with provisions for 1500.

The sickness this season has been much more fatal than it was last. A gentleman just from the frontier, states that he counted no less than 645 new graves along the roadside. The troops are quite healthy, but many emigrants have been left here in a dying state, and consequently the mortality has been great. Most of the sickness has been produced by inattention to diet, want of proper clothing, and drinking stagnant water.—*St. Louis Republican.*

THIS DAY'S MAIL.

THE MAIL.—The Courier deserves much credit for the prompt manner in which he has brought in the mail for some time past.—Notwithstanding the long spell of rainy weather, which must have rendered the travelling very heavy, he was in at 12 o'clock to day.

SHEDIAC.—A correspondent writing to us under date of August 29, says:—

"In your Gleaner of the 20th, reference is made to an accident said to have occurred to the packet, plying between here and P. E. Island, in the gale of Saturday last. As such would in a great measure tend to mislead the travelling public, we beg to state that she sustained no injury, and that she is again on the route."

NEW BRUNSWICK.—The Hon. Daniel Hannington having been nominated by the Provincial Government, Controller of Customs and Navigation Laws at Shediac, and P. J. N. Dumaresq, Esq., Controller of Customs and the Navigation Laws, at Caraquet, the Board of Customs, London, have furnished these Officers with Commissions for their respective Offices.

UNITED STATES.—The Mail Steamer Caribria has just arrived from Boston. We received latest dates.

With the exception of intelligence from Rio Janerio, of the British Steamer Cormorant having taken several Brazilian vessels on the suspicion of being slavers, and burnt them—also a fort at Paranaguá, which has caused great excitement among the Dons, there is really nothing of much interest in the papers.—*Halifax Sun, August 13.*

IMPORTANT FROM CUBA.—Advices from Havana received at New York, state that a disturbance recently occurred between people of the Island and the Spanish. It is reported that 30 or 40 of the Cubans were shot by the Military.

We understand that the establishment of a line of American steamships between Boston and Liverpool, is among the things talked about in these days of speculation and enterprise.—*Boston paper.*

The murders at the California mines were occasioned by the law imposing a mining tax on foreigners.

NOVA SCOTIA.—Naval.—We see it stated that the Earl of Dundonald will be succeeded as Vice Admiral upon this Station by Sir Charles Malcolm, in January next.—*Halifax British American.*

The Railway.—The Nova Scotians are up and doing in the railway affair. Public meetings have been held in Halifax and Truro, at which several resolutions were passed, and a good deal of enthusiasm manifested.

A telegraphic report has been obtained at Halifax that the Legislature of Maine have passed Bills for a Charter and Survey of the European and American Line of Railway in the United States.