

European News.

Arrival of the Steamer America.

From *Wilmor & Smith's EUROPEAN TIMES*,
October 5.

We are glad to observe by the disclosures in the Irish papers, that the prospects of the new colleges are much less gloomy than we anticipated, and it will be found we suspect, that the system of mixed education cannot be pushed aside in the summary way that Dr. M'Hale would desire. Indeed we find that no less than thirteen of the Catholic bishops are in favor of the mixed system of education which the colleges will carry out; and, moreover, the majority of one by which the synodical address was carried, was secured by a stratagem on the part of Dr. M'Hale, which, had it been practiced by a layman, would have been characterised by a very ugly epithet.

The intentions of the President of France have been but very little more developed during the week, some little deficiency in the sinews of all great enterprises having been discovered. Money is wanted. Accordingly M. Persigny, a personal friend of the President, who has filled with great credit several diplomatic offices, has been despatched to London to raise funds. Notwithstanding the rumours put forth that M. Persigny only came to London on his own private business, the notorious pecuniary embarrassments of the Prince make it generally believed that the object of M. Persigny's visit was to raise a loan to enable the Prince to carry on the war against his enemies, and to procure a prolongation of his authority. M. Persigny has returned to Paris, and no doubt finds the difficulty of negotiating the Prince's 'paper' in the London Market, therefore any idea of a military *coup d'état* appears to have been deferred for the present; and in November, when the Legislative Assembly again meets, the Prince, it is now said, will send a message to the Chamber, in which he will recommend the immediate revision of the Constitution to the representatives of the people. It is alleged that the whole of the Ministers have agreed that the measure shall be brought forward as a cabinet question, and to prepare the country for its favorable reception, various popular measures are first to be initiated. A loan institution for the benefit of the working classes; the establishment of hospitals for civil invalids; of agricultural councils; and such like measures are to prepare the way for the public mind to sanction an immediate revision of the Constitution—in other words the prolongation of the powers of the President.—The new law of the press has now come into complete operation. The name of the writers of the best written articles which appear in the journals are now becoming known; and, perhaps although the *Redacteurs en chef* who have as yet monopolised the chief merit with the public, have made many difficulties in the working of the law; the publicity now required has not occasioned so much unpopularity as was anticipated. At any rate the Government seems to carry the law most rigorously into effect, and its strict provisions are enforced throughout all France. One luckless writer has already been singled out for prosecution, merely for having said that Bonaparte did not spend his time in attending reviews, and in drinking wine and smoking cigars with the soldiery. The President does not like these disparaging comparisons with his uncle, so the poor editor is to be prosecuted. Louis Napoleon, in spite of the ridicule of newspaper writers, continues to amuse the people with a succession of magnificent reviews at Versailles; presents the soldiers with large donations; and if he could but gain over General Changarnier to his interests, we doubt whether a week would pass over without the blow being struck. Changarnier however, is the riddle of the day. No one can guess his intentions, or penetrate his secret. With the command of the most numerous and best appointed army in Europe, he is in a great measure the master of the situation, and Louis Napoleon finds himself held in check by his General, who is even suspected of aspiring to the Presidential chair himself.

The Holsteiners, on the 29th ult., have once more commenced offensive operations. Proceeding from Rendsburg, on both sides of the Eyder, they have attacked Toning, and the Danes have evacuated the place. At the last accounts it seems that the Holsteiners have surrounded and bombarded Frederickstadt; the whole of the neighboring country, by cutting of the dykes of the Eyder, have been thrown under water, and we suppose that much desultory warfare will ensue. But, looking at the aspect of the country, it seems almost certain that the Holsteiners cannot push their advantages far; the peculiar position of Toning accounts for its being abandoned. Unless the Danes choose to engage in a general battle, the Holsteiners can do little or nothing offensively. The King of Denmark, the hereditary Prince Ferdinand, and their suites, have left Copenhagen for Flensburg, whence they would proceed to Schleswig. Perhaps they may risk a general engagement before the winter comes on.—The Peace Society leaders have been from camp to court to implore them to leave the ease to arbitration, and in their statement of their proceedings signify that millions (of course Germans) disapprove of the protocol of the 2nd August. The document published by Mr Sturge and his friends would be more calculated to provoke a continuation of this

stupid war than anything which has yet been done, but nobody notices it.

Angry notes continue to be exchanged between Austria and Prussia respecting the lesser states of Germany. The Elector of Hesse has, through General Haynau, fulminated fresh decrees against the inhabitants, the end of which, if these 'martial laws' are to be persevered in, will be to create fresh revolutions in Germany, as Mecklenburg Schwerin and other states are quite ripe for revolution.

The High Court of Appeal at Turin has condemned, by a majority of thirteen to one, the archbishop for abuses of his high powers as a functionary. The see is declared to be vacant, all his spiritual domains are seized and the archbishop himself condemned to banishment. The Archbishop of Cagliari in Sardinia, has been treated like his colleague at Turin, and both have been shipped off to Civita Vecchia. The principle of 'once a bishop always a bishop' is now to be decided. The power of the Pope will not, it seems, shield these obnoxious personages, of the precise nature of whose crimes we are not, however, very well informed. But all parties concur in stating that the Turin archbishop has rendered himself quite as detested as our own Bishop of Exeter.

The expedition about to sail to Cuba from Cadiz is being equipped with unabated activity, and will sail for its destination on the 15th instant.

TRADE.—A steady but not extensive business has been transacted this week; most articles of produce are firm as to price, and a fair consumption is going forward. Money is abundant, but the rate of discount remains unaltered. The demand for commercial purposes is good.

There has been much inactivity in the Grain trade during the week; Wheat has 3d per 70lbs, and in Flour prices have rather been in favor of the buyer, but as the demand for Indian Corn keeps pretty good, former prices are maintained. The leading markets in the midland districts of England report a languid trade, with a declining tendency in prices.

IMPORTANT FROM THE ARCTIC REGIONS.

The North Star, which went out in May, 1849, with provisions for Sir John Franklin and the Arctic expedition, arrived at Spithead on Saturday. We wish that we could report any tidings of Sir John Franklin, but unhappily upon this important subject the North Star's log is an entire blank. She left the ice on the 9th of September, in 60 deg. N. latitude, and 60 deg. W. longitude, rounded Cape Farewell on the 17th September, and came into Spithead by the needles. On the 30th of August the North Star saw and spoke to the schooner Prince Albert, Commander Forsyth, in Possession-bay. On the 31st the North Star sent a boat to the Prince Albert, when Commander Forsyth, came on board and reported that he had also been to Port Neale, but had not been able to enter for the ice, and had found one of the American ships sent out to search for Sir John Franklin ashore in Barrow's Straits, that he had tendered assistance, which had been declined by the American commander, as his ship being uninjured, he believed his own crew competent to get her off. Commander Forsyth reported that Captain Austin had proceeded to Pond's Bay in the Intrepid, tender to the Assistance, to land letters. The North Star went on to Pond's Bay, but could not find any indications of Captain Austin's having been there. It is conjectured that he had passed the appointed spot in a fog. The North Star's people suffered much from intense cold but has only lost five hands by her perilous trip.

ARRIVAL OF THE PRINCE ALBERT.

(From the Aberdeen Journals of Wednesday.)
The Prince Albert, Commander Forsyth, arrived here between eight and nine o'clock last night (the crew all well), and brings some important particulars in addition to the intelligence brought by the North Star, and which are contained in the following statement, kindly furnished us by Mr Snow, second in command.—

Commander Forsyth did not call at Port Bowden, as has been stated in the accounts brought by Captain Saunders. He attempted twice to land at Port Leopold, but was prevented by the ice, over which the boats had to be dragged. When there, he met the American brigantine Advance, and in company with her, went over to Cape Hurd and up Barrow's Straits. He then proceeded to Cape Spencer at Wellington Channel. Here there was a great deal of ice. Bore up on the 25th August, when Mr Snow was sent to examine Cape Reilly. Here he found the Advance, which was aground. Mr Snow found traces on Cape Reilly of five or six tents, or encampments, which, from certain peculiarities he knew to be those of a vessel in her Majesty's service. He found that the Assistance, Capt. Ommanney, had been at Cape Reilly two days before, and had left the following notice:—

'H. M. Arctic Searching Expedition.

This is to certify, that Captain Ommanney, with the officers of Her Majesty's ships Assistance and Intrepid, landed upon Cape Reilly on 23rd August, 1850, where he found traces of encampments, and collected the remains of materials, which evidently proved that some party, belonging to Her Majesty's ships, had been detained on this spot. Beechy Island was also examined, where traces were found of the same party. This is also to give notice that a supply of provisions and fuel is at Cape Reilly. Since 15th August they have examined the north shore of Lancaster

Sound and Barrow's Straits, without meeting with any other traces. Captain Ommanney proceeds to Cape Hotham, and Cape Walker in search of further traces of Sir John Franklin's expedition. Dated on board Her Majesty's ship Assistance, off Cape Reilly, 23rd August 1850.

Mr Snow states that the traces of the encampments of a vessel in her Majesty's service were very evident. The seamen who were despatched from the Assistance to examine these remains, found a rope with the Woolwich mark, evidently belonging to a vessel which had been fitted out at Woolwich, and which in all probability, was either the Erebus or Terror. More indications were also found which showed that some vessel had visited the place besides the Assistance. Mr Snow left a notice that the Prince Albert had called off Cape Reilly on the 25th of August. When Mr Snow returned on board the Prince Albert bore up for Cape York, on the eastern side of Prince Regent's Inlet.—The ice extended completely across from land to land, and quite blocked up the passage down the Inlet. On reaching Cape York, Mr Snow, again went on shore, and found a cairn of stones, but no traces of any thing. He left two cases of pemmican. As it was perfectly obvious from the state of the ice that the object of the expedition—the exploration of Prince Regent's Inlet and the passages connecting it with the western seas—could not be carried into effect, Commander Forsyth resolved to return to England; and the Prince Albert then bore up to the eastward. Commander Forsyth landed at Possession Bay in the morning of the 29th of August, but nothing was found there to repay the search instituted. On the 1st September, the Prince Albert got into Pond's Bay. Mr Snow was again sent on shore to make an examination of four points of land there, but on none of them could any traces be found of the objects of the search. They came out of Pond's Bay on the 2nd of September. There was no ice to the eastward, nor on the whole passage homewards from Wellington Channel. The Prince Albert has explored regions which have seldom been reached, and has had a splendid run on her homeward passage.—

With regard to the positions of the other expeditions, when last seen, it may be stated that on August 25th, when the Prince Albert was between Cape Spencer and Cape Innes, in Wellington Channel, Mr Snow went at noon to the mast-head, and saw the Assistance as near as possible within Cape Hotham—Penny's two ships the Lady Franklin and Sophia, were in the mid Channel—the American brigantine Rescue was close beset with ice near Cape Bowen. These were the only vessels to be seen there. The Intrepid was not to be seen, but she was doubtless in Company with the Assistance. The ice was very heavy, and extended all around, from Prince Leopold Island to Cape Farewell, westward, so as to prevent any possibility of reaching Cape Walker; Cape Hotham might be reached with difficulty. In Wellington Channel there was a great deal of ice, but it admitted of passages being made, in which the ships were working; and Captain Penny was pushing up the Channel boldly. Captain Austin, with the Resolute, had the Prince Albert in tow on the 16th August, and carried her to the entrance of Lancaster Sound. They then parted company; and did not meet again; but it was found that the Resolute had been into, and had examined Possession Bay on the 17th of August. The Pioneer had been detached from the Resolute, and was proceeding in the direction of Cape Walker.

The Felix, it was understood, was to make for Admiralty Inlet, and the last report of her was that she was standing to the northward, Sir John Ross being in doubts whether he should not return to England. The other American vessel, the Advance, when last seen was ashore near Barrow's Bay, but was expected to be got off. The Prince Albert has accomplished much during the short visit which she has paid to the Arctic Regions. We have already stated that she had been in the Wellington Channel, which has not often been explored, and which Sir James Ross failed to reach. She has also been at Fury Beach, a point not reached by any vessel for nearly twenty years. It was, however, utterly impossible to land there on account of the ice. The whole of the coasts on Baffin's Bay were also examined, but no traces found of Franklin.

As to the whalers, the Prince Albert brings no intelligence which has not been already communicated to the public, by previous arrivals from the fishing ground.

The crew of the Prince Albert, as well as those of all the ships of the expedition, have enjoyed good health and spirits, in the important enterprise in which they have been engaged, and have, in short, felt no want hitherto, but that of success in the object of their search.

The report, says the London Standard of Thursday, 'of the destruction of Sir John Franklin and the exploring vessels under his command is, we have the best reason to believe wholly unfounded. We have heard from good authority that the exploring ships, under the command of Captain Austin have carefully examined that part of the coast in Baffin's Bay where the scene of catastrophe is reported to have taken place, and have not been able to discover a single trace or relic of anything belonging to them, which could not have been the case had they perished in the manner reported.'

Pauperism is greatly on the decline in the district of Holbeach, Lincolnshire, to an extent, indeed, quite unprecedented.

Colonial News.

New Brunswick.

Good news respecting the Railway—fully decided that it shall be built.—The Executive Committee have just closed their labors in Portland, where they had been in session for some time, preparing the Railway Prospectus—also compiling and arranging the proceedings of the General Convention that was held in Portland a short time since, with a view to having them published for the information of capitalists, engineers, and others, interested in Railway matters. The question as to whether the Railway from Portland to Halifax can be built, has been fully decided by the Executive Committee, and by the people of Maine, not only that it can be built, but that it will be commenced next Spring, and finished in three years. This is a 'fixed fact.' The plan is the same as that observed in all railway undertakings in the United States, which we shall now explain. The cost of the whole line from Portland to Halifax is estimated at £3,000,000. One half this amount is all that is required—to be raised conjointly by the State of Maine, New Brunswick and Nova Scotia. This Province is to raise, by Provincial bonds, private subscriptions or otherwise, only £650,000, which will be one half of our expense; Nova Scotia £500,000, and State of Maine £350,000—altogether making one million and a half, or half the cost of the whole line. The other million and a half will be taken up by the Railroad Contractors (same as the Portland and Montreal Railroad is being built)—viz: the contractor will undertake to build the whole line and take one half of the million and a half, or £750,000, in railway stock, and the other £750,000, in the Company's bonds, payable with interest, in 20 years. Applications, we believe, have already been sent in. All this is very plain and easy. It is the practice observed in the United States, and of course under American influence, can be carried out in connection with the great Eastern line. Now this view of the case is taken without reference to what the Irish Railway Companies may do in the matter. Perhaps, indeed it is almost certain, that they will be anxious to subscribe likewise—so that the difficulty that at present stares us in the face, is not 'how can we raise the means'; but—to venture a startling expression—how will we be able to accommodate those abroad who may want to join us?

What has New Brunswick got to do? To raise upon her credit, only £650,000 for her portion of the work. The guarantee of £200,000 sterling to the Halifax and Quebec Railway, at 5 per cent, transferred to our line will produce £500,000. Private subscriptions throughout the province, say £100,000, at the very lowest calculation—will make it £600,000—leaving only £50,000 to be provided for, which is but a trifle. Now this is without reference to the land which the Legislature may grant to the Company. We have the conscience to believe that for every pound subscribed by private persons, they will be entitled to one acre of land, or 25 acres to each share.

But let us imagine even the very worst prospect in the case. Suppose New Brunswick will not subscribe any thing—excuse us for the outrage—the people of Maine have their Charter so constructed that they are at liberty to raise \$12,000,000—and all they will ask of us is the privilege of allowing them to build the railway through our territory, and they will 'put it right through' at their own expense, and realize all the advantages; while Bluenose, to his eternal disgrace, would be 'no where' when the dividends came to be declared. Of course we are not so silly as to believe anything of the sort—we are merely taking an extreme view of the case.—New Brunswick will do her duty without the shadow of a doubt. The Railway will be commenced next MAY. Mark that!—*St. John Morning News*, Oct. 16.

Warning to Fishermen.—The crew of the schooner Harp, of Rockport, captain Andrews, arrived at Gloucester, on Sunday, and reported that their vessel with two hundred barrels of mackerel was captured in Bay Chaleur by the British revenue officers, for fishing near the shore. The Harp was taken into a neighboring port, stripped of her sails, &c., and is to be sold at auction. The vessel, with what fish she had on board, was worth about \$2500.—*St. John New Brunswicker*.

Canada.

More Visitors.—About 2000 American gentlemen arrived this morning in the steamer John Munn.—*Quebec Chronicle*, October 11.

His Excellency the Governor General accompanied by Sir Edmund Head, Lieutenant Governor of New Brunswick, passed up to the Falls yesterday.—*Niagara Chronicle*.

The funeral of the Roman Catholic Archbishop of Quebec, M. Monseigneur Signay, took place at nine o'clock this morning. The occasion was regarded with every mark of outward respect by our citizens, irrespective of creed. The line of procession from the Archbishop's palace round the Place d'Armes, was formed by the troops in garrison, consisting of the Royal Artillery, the 19th and 79th regiments; the shops were closed, and the vessels in the harbour had their flags at half mast during the time of the ceremony.—*Quebec Chronicle*, Oct. 7.

Trial of Mrs. Bowdon.—The trial of Mrs. Bowdon for the murder of her husband, came on at Guelph on the 28th September, before Judge Macauley, and caused considerable ex-