

European News.

Arrival of the Steamer Europa.

From Willmer & Smith's European Times,
June 14.

The English public have been made acquainted during the last week or two, with a gigantic movement, which is already very familiar to the people of the United States and the British Provinces of North America. We allude to the project of Mr Asa Whitney, for the construction of a Railway from the borders of Lake Michigan to the shores of the Pacific. The greatness of this idea will be gauged at a glance, when it is stated that the new railway will exceed two thousand miles. In a commercial point of view it is impossible to over estimate the results of this magnificent project, and the simple means by which Mr Whitney proposes to carry it out are not the least striking features of the daring conception. The line would at once open an immediate communication across the American continent with India, China, and the Australian Colonies. By steam from Liverpool to New York, thence by railway across the continent, and again by steam on the Pacific, China, according to the showing of Mr Whitney, might be reached in a month! This baffles all our preconceived notions of annihilating time and space, before which even a ship canal across the isthmus of Panama fades into comparative insignificance. The present age has witnessed many triumphs over mere physical obstacles, but the views of Mr Asa Whitney, which have nothing theoretical about them, seem to far transcend them all.

The beauty of the scheme is, as we have said, its simplicity. He asks for a belt of land sixty miles in diameter, through which the proposed railway would pass. The soil on the American side, at least, is known to be of the best quality. By selling the land at a cheap rate, emigration to the railway as it progressed would be encouraged, and labor would be cheap. The cultivators of the soil would find a ready market for their produce by the easy and economical transit which the railway would afford. He calculates that twenty thousand families per annum would locate along the line, as the advantages would be much greater there than in other parts of the west. The sale of land would be his remuneration, and he proposes to pay for it at the rate of ten cents per acre, which would amount to eight millions of dollars for the seventy eight millions of acres through which the railway would run.

It is needless to add that such an original and daring conception has been warmly received on the other side of the Atlantic. A considerable number of the American State Legislatures have passed resolutions in its favor, and the subject is at present engrossing the attention of Congress. But delays are proverbially dangerous. The enterprising speculator asks for no money to commence or to carry out his suggestions; but he desires an immediate appropriation of the land on either side of the proposed line of railway, and as the tide of emigration is now flowing rapidly in the direction which he has chalked out, whatever is done must be done immediately. If the American Government will not at once concede his requirements, he offers himself to the British Government. On the British territory the same results are attainable, although the climate and soil are inferior; but as a set off, the physical obstacles are not so great. The work would be done in sections of ten miles each, and in fifteen years he calculated the whole would be completed.

We gather the foregoing from a series of letters which Mr Whitney has addressed to the London Morning Chronicle, the last of which appeared during the present week. How the project will be received in this country, sufficient time has hardly yet intervened to enable us to judge; but the question rests rather with the Cabinet than with capitalists or the public. With the lethargic movements of the Colonial-office the English mind is tolerably familiar. It cannot be expected that a project so vast can recommend itself at once to the microscopic vision of the officials there. They must sleep and ponder on it, and when they awaken some fine morning, the electric telegraph will announce to them the arrival of an American steamer with intelligence that the Government of the United States has forestalled them, and granted to Mr Whitney all that he asks. How will this pleasing intelligence fall upon the ear of the British North American provinces, and upon that of the British public? But no other result can possibly happen unless the thunder of the public voice makes itself speedily heard in Downing-street. If our transatlantic cousins beat us in the race for this splendid prize, well, all that we can say is, that they deserve it.

At length all the London and Paris journals have come to their senses, and have discovered that the delusion in which they have so long indulged, and practised upon their readers, is altogether visionary; and the whole plot of foisting a Bonaparte Imperial dynasty upon the French people is demolished. For a long period we have stood alone amongst the English press, refusing to believe the assertions so dogmatically delivered by the London Times, and our other contemporaries, that Louis Napoleon was the man of "order," who, as the future Emperor of the French, would control and direct their destinies, and that this god of their idolatry would be elected President in defiance of all the paper constitutions in the world.

Viewing the struggle now going on in France as purely indifferent spectators,—except so far as our English patriotism, and our desire to preserve peace in Europe, inspire the hope that the French will make a judicious choice,—we have always regarded the pretensions of Louis Napoleon as fatal to Republican institutions. We always said that his ambition and indomitable self-will precluded all notion of the representative principle gaining root under any form of Government in France, and that if raised to Imperial despotic power, he would not hesitate to plunge all Europe into a sea of blood if he thought he could consolidate his power by seducing the imaginations of the millions. The London Times perceiving that any further attempts to hoodwink the French is now impossible, frankly confess 'that all hopes of a fusion or adjustment of difficulties are materially weakened if not entirely at an end.' In the same formal article they conclude by repeating 'the hopes we have sometimes faintly expressed of a pacific deliverance from these difficulties are considerably diminished.' When we reflect that for many months past we have had nothing but the strongest assurances of Louis Napoleon's certain success dinned into our ears day after day by our contemporary, we have something more than a faint notion of the correctness of the Times upon foreign politics. In the elaborate speeches delivered in the bureaux respecting the question of revision, not one man has ventured to hint the possibility of a modification of the Constitution, with a view to pave the way for Louis Napoleon to the Imperial Throne. M. de Broglie and his friends would permit him to enjoy his present position with the object of keeping out the ultra-Republicans; but beyond the fear of anarchy they have no one object in common in supporting Louis Napoleon. M. de Broglie has been appointed Chairman of the Committee, M. Moulin secretary; both by the narrowest majorities; and it is already quite plain that the Republicans, 'pure and simple,' must prevail in the committee—not by their numerical strength, however great this may be—but by the divisions of their opponents.

When we see, now the Bonaparte game is lost, that some people still cling to such men as Odillon Barrot, de Tocqueville, and de Corcelles, as the only three persons in the committee appointed, who are likely to save France, by throwing the weight of their influence into the scale of the majority, we need but give the names of the whole fifteen that the merest tyro in politics may see how completely this is 'hoping against hope.' MM. de Berryer, de Melun, de Corcelles, and Moulin are for a total revision, i.e., a restoration at once of the legitimate monarchy. MM. de Broglie, Montalembert and Dufaure would permit Louis Napoleon to remain at the Elysee for a limited period, but to suppose them friendly to him is a simple absurdity. Then come MM. Odillon Barrot and de Tocqueville, who know not how to act, but both would spare France the effusion of blood if possible. M. de Mornay and M. Baze, like them are opposed to all revision, as they see that danger lurks under every pretence to distrust the existing Republic. Then come, lastly, four high-flying Republicans, General Cavaignac, Colonel Charras, MM. Jules Favre, and Charamoule; the last gentleman having been elected by 23 to 22 votes given to the exclusion of Count Mola. All the four last are of course opposed to revision in any form. In fact as the committee was appointed by the aggregate vote of 309 to 240, it is quite clear that the majority required by the Constitution is wholly out of the question. The effect of the development of these events upon public opinion is to make the nation generally cling to the Constitution and to the Republic; and it seems clear to us that Louis Napoleon's personal ambition is now the chief stumbling block in the way of a peaceful adoption of the Republic by all parties. We are no admirers of the French constitution, and still less of the National Assembly, but bad as they are, the most arbitrary will of a despot, disguised under the sham name of a President, is a great deal worse. M. Creton, the Legitimist, has laid upon the table a motion to convoke a constituent Assembly to decide the question whether there shall be a Monarchy or a Republic. There have been several duels in Paris, but none have ended fatally. The Chamber is now deluged with petitions for the revision of the Constitution, but as these have been plainly got up for a Bonapartist object, they are not likely to produce much effect on the convictions of the Deputies. The general opinion which is gaining ground, that the Republic will not be overthrown by Louis Napoleon's treachery, has caused the funds to improve.

Hamburg has been the scene of a serious riot, in which the Austrian soldiers were called out and fired upon the people. Eight persons were killed and eighteen wounded. The Austrian troops are quartered in the suburb St. Pauli, with field guns charged and primed, and the exasperation of the people at Hamburg and Altona is wound up to the highest pitch. There is very little news from the rest of Germany.

The rumors to which we alluded last week which have their origin in Madrid, respecting counter-revolutionary movements in Portugal, have been industriously repeated, but nothing has occurred in the Peninsula beyond the usual intrigues of the two courts. The Rt. Hon. R. Pakenham, formerly our respected envoy at Washington, proceeds immediately to Lisbon as English Ambassador Extraordinary and Minister Plenipotentiary. The Spanish Government is evidently desirous of a pretext to interfere in the affairs of Portugal. It is expected that the pregnancy of the

Queen of Spain would be officially announced on the 10th July.

The Sir Robert Peel screw steamer brings the latest news from the Cape, having left the Colony on the 2d May. Although the details of operations round King William's Town are very long and diffuse, when brought to the test of Military examination, they add very little to that we gave last week. Sir H. Smith, shut up still in King William's Town, only dares to venture upon partial predatory excursion in the immediate neighborhood; these 'patrols' having for their object to harass and distress the enemy by the destruction of his crops and the capture of his cattle; but the effect of this warfare is only limited to the spot. In some partial encounters in other places, when the Kaffirs can be brought to bay they have been vanquished; but again these successes cannot have much effect on the issue of the war whilst Kreili and his allies are in the field. Some of our troops have arrived at the Cape, but the Vulcan, with the chief reinforcements, is still out. It appears still doubtful whether Sir H. Smith will have sufficient force to cope with the enemy, and there is a report that a second regiment of cavalry will be despatched forthwith. The sooner the better; since the only chance of bringing the Kaffirs to terms will be the exhibition of an adequate force. It is very likely that the chiefs are sick of the war, but these reports come filtered through our own camp; and until Sandilli and Kreili are hanged there will be no real peace. We are not surprised to hear that the missionaries are getting into bad odour, being suspected of having taken part with the natives and of fomenting the war. One of these gentlemen has been seriously threatened at King William's Town, and has left for the Cape.

COMMERCIAL.

During the past week the general trade of the country has been steady, and full of promise for a continuation of better times than of late. The British funds have for some days past progressively advanced, the improvement during the week in Consols for the Account amounting to one half per cent., and a corresponding rise has manifested itself in most of the commercial operations in the principal manufacturing and mercantile districts. As regards the corn trade, the recent langour has suddenly been followed by considerable activity, and the advance in price from the lowest point of the season may be stated at four pence per bushel on wheat, six pence per bushel on oats, two shillings per barrel and sack on flour, four shillings per load on oatmeal, three shillings per quarter on beans and peas, and six pence per bushel on barley.

Colonial News.

Canada.

Toronto, June 17.—On motion of Mr. Merritt, a set of Resolutions were carried, on the subject of Ocean Steamers. They stated in substance, that the Navigation of the Lakes and the St. Lawrence, was shorter than a similar route to New York, but that this advantage was more than counterbalanced by the difference in the cost between New York and Quebec. That the low prices of Ocean freights from New York, is due to the encouragement given by the British and American Governments to Ocean Steamers—inasmuch as by carrying the finest class of goods, these vessels compel the sailing packets to embark in the ordinary trade. That the distance from Quebec to Liverpool is from 2,600 to 2,900 miles, while the distance from New York exceeds 3,000 miles—while the distance from Cape Blanco in Cape Breton, to Liverpool is only 2,400 miles. That reducing the length of the sea voyage 1,000 miles, will enable steamers to carry double freight with one half the fuel. That during the winter the route could be changed to Halifax, or other ports, having direct communication with Canada by Railway. That the establishment of a Line of Steamers between Great Britain and British America, would afford increased facilities to the Commerce of the Colonial Trade, and also to the trade of the Western States. That in furtherance of these views, a humble address be presented, praying for the same aid to be extended to such a line of steamers as is now extended to the Cunard line.

A Bill to incorporate a company to construct a railroad from Lake Superior to the Pacific, on motion of Mr Sherwood.—*Montreal Herald.*

New Brunswick.

New Postal Arrangements.—The lost Royal Gazette contains the proclamation of His Excellency giving effect to the acts of the Legislature, passed during the last and previous sessions, regulating inland posts, which acts are to be brought into operation on and after the 7th proximo. We also learn that a new postal arrangement has been agreed upon between the United States Government and all the British North American Colonies, by which an equitable and uniform rate of Postal exchange will be brought into immediate operation. The good effects of these Post Office improvements will speedily be felt by the community, and by no class more than by the publishers of newspapers. After the 7th of next month newspapers will be carried within the Province by post free of charge.—*Head Quarters.*

THIS DAY'S MAIL.

NEW BRUNSWICK.—*Railway Convention.*—We learn that the Hon. Mr Chandler, the Delegate from the Government of New Brunswick to the Railway Convention at Toronto, will arrive by the steamer Creole, on this evening. Of course the proceedings of the Convention will not be made known until officially communicated to the respective Governments; but we have reason to believe that from the entirely different views taken of the matter, by the different parties, the only conclusion arrived at would be, that the proposition in its present shape could not be accepted.

By letters received yesterday from Nova Scotia, we learn that C. D. Archibald, Esq., who came out from England some three or four weeks ago, and was present at the Convention in Toronto, was authorised by parties in England to offer to construct the Halifax and Quebec Railway on the guarantees formerly offered by the three Provinces, namely, Twenty Thousand a year for Twenty years, from each, with grants of land. This be so it will settle the whole question.—We shall be glad to see the road built, provided our whole interests are not sacrificed to it.

We have reason to believe that the European road is all right.—*St. John Courier.*

London Money Market.—In the Colonies there is a great opening for investment in Railways, under Imperial and local guarantees, but arrangements are going on too slowly to affect the money market here immediately.—*Daily News, 9th June.*

CARDING MACHINE,

NELSON.

The Subscriber most respectfully intimates to the Public of Miramichi, that his CARDING MACHINE will be in operation on or about the 15th of JULY, and as he has an experienced Man to attend the above mentioned business he hopes to merit a share of public patronage. Price three pence per pound, if greased at home—and fourpence if greased at the Mill.

JOHN FLETT.

The following Gentlemen will act as Agents, who will forward and return wool: Mr William Park, Douglastown; Mr Patrick Watt, Newcastle; Mr William Muirhead, Chatham.

N. B. He will be prepared to Full, Dress, and Dye Clothing, &c., on or about the 10th September, of which due notice will be given. Nelson, Miramichi, June 29, 1851.



Accommodation Stage to Fredericton.

The Subscriber respectfully informs the public that he has commenced running an Accommodation Stage between FREDERICTON AND MIRAMICHI, and solicits the patronage of the travelling community.

He will leave Chatham every Tuesday morning at Eight o'clock, and, passing through Douglastown and Newcastle, arrive in Fredericton early on the afternoon of Wednesday. Returning, he will leave the North American Hotel, Fredericton, every Thursday morning at Eleven o'clock, and arrive in Miramichi on Friday evening, thereby enabling travellers to obtain a night's rest each way. He has arranged with Mr William Park, Douglastown, and Mr D. Wetherall, Newcastle, to receive passengers' names; and any parcels left with either of these gentlemen, at the North American Hotel, Fredericton, or at his own residence in Chatham, will be carefully attended to.

Fare—Six Dollars. Each passenger will be allowed to take 40 lbs. of luggage; all above that weight will be charged one penny half-penny per pound.

He will endeavor to be punctual to the hour of starting.

ROBERT ORR.

Chatham, June 20, 1851.

GLOUCESTER.

For Sale, at the Provincial School Book Depository, BATHURST, STATIONERY Books, Papers, Ink, Pens, &c. &c. May 29, 1851. 4w.

NOTICE.

NOTICE is hereby given, that DAVID RITCHIE, of Dalhousie, Gentleman, is duly constituted and appointed my ATTORNEY and AGENT in this Province, for the transaction of all business matters. Dated this Fifth of May, 1851.

ARTHUR RITCHIE.

Carrying on business under the Firm of ARTHUR RITCHIE & Co. Dalhousie, Restigouche. 5th May, 1851.

Timothy and Clover Seeds, &c.

The Subscriber has on Sale—Timothy and Clover SEED; Yellow, Aberdeen, and Swedish TURNIP SEED. They are of the growth of 1850, and superior articles.

Also—a VEGETABLE CUTTER—an excellent labor-saving machine for farmers. WM. MURHEAD.