

News of the Week.

From English Papers to the 7th June.
CHINA.

The following communication has been received from Hong Kong, dated April 15:—

The situation remains much the same; but our hopes for a change for the better are considerably increased by the news of the successes in Persia and the proclamation of a peace with the Shah. This will liberate some 10,000 men and their attendant transports at Bushire, and 10,000 men will suffice to put an end to the Chinese puzzle. But they must come soon. The Shanghai mail brought some serious advices from the north. All the way from this, northward to our furthest, it appears to be the general impression among those best qualified by experience to judge, that the delay in the admiral's operations against Canton, caused by the perhaps very proper resolution to await the arrival of reinforcements, is creating immense mischief in the interior, and giving warranty for the report, industriously circulated by the Cantonese, that we have been defeated and driven away from the city of Rams (Canton).—

The intercepting of Chinese despatches is the most curious and perhaps the most important incident of the last fortnight. On the 6th inst. Commodore the Hon. G. J. B. Elliot, under orders from the Admiral, proceeded on board her Majesty's ship Sampson, with her Majesty's ship Hornet and the two tenders Hong Kong and Sir Charles Forbes, in company, to Deep Bay, in quest of a fleet of war junks, which were engaged, as usual, in cutting off our supplies of market produce from the main. The water being too shoal even for the tenders to approach within five miles of a number of junks which were discovered in a river high up the bay, the commodore, Captain Hand of the Sampson, and Commander Forsyth, of the Hornet, proceeded with the boats of the two last-mentioned steamers, and five other boats belonging to her Majesty's ships Sybille and Nankin, up the bay and into the river, when the vessels, which proved to be the fleet they had come in quest of, opened a heavy fire, sustained by that of a large body of troops ashore, but which was soon silenced by the steadier and more accurate fire of the British. Every vessel in the fleet, consisting of eleven war junks and two well-armed lorchas, lately captured from their European owners, was burnt and their guns sunk in deep water, it being found impossible to dislodge even the lorchas from the beach where they lay. The loss of the enemy must have been great. A seaman wounded by the accidental discharge of his own firelock was our own casualty. A Portuguese who had been a prisoner of the Chinese took the opportunity to make his escape, and was brought off in safety. It was on board of the 'flag junk' at the end of this brilliant little affair that a quantity of Chinese manuscripts was found by the captors, and on examination these proved to be a series of despatches, reports, edicts, and memoranda by different members of the Sinoan District administration on the events of the last three or four months of the pending controversy. The 'poisoning case' is referred to approvingly, but not so as to implicate the poisoners or to clear them, but the burning of the store of the Englishman who after their arrest, bought the poisoner's bread and biscuit bakery, and accepted the contracts by which the 'devil soldiery' are fed, is the subject first of a despatch approving the plan, and when successful, of another avowing and glorying in it. Assassinations, kidnappings, capture of vessels, are, in like manner, planned beforehand, and boasted of after execution. Attempts to commit them and other crimes—among which may be mentioned one to destroy a steamer, and several to blow up the buildings and magazines of Victoria with gunpowder, are freely talked of, and their failure or postponement fully explained. And what, you will ask, is the Emperor about? If we are to believe a late edict of Yeh, he approves highly all that the 'brave' Viceroy and his 'braves' have done, and as highly of his proposal to give us peace, and 'not be very harsh with,' if we really and of our own accord come round, and cease to dare to be perverse as of old. At the moment of closing the mail I open this letter to communicate a piece of intelligence, which has just reached me through some Chinaman, this morning arrived from Canton. They say—but who will vouch for them, albeit greatly confirmed by the facts above recorded:—that the Imperialist army there is in a state of mutiny for want of pay, the soldiers deserting in crowds, and the misery and disaffection of the population at the uttermost.

The China Mail gives the following account of the capture of Mandarin junk, and engagement with Chinese batteries:—

"The Hon. company's steamer Auckland, while on a cruise on the 1st April, observed a Mandarin junk in the Bay of Tung Chung.—The steamer came to an anchor off the bay, and the boats were immediately got out and despatched under the command of Lieutenant Davis to cut her out. When about ten yards from the junk, a battery which had up to that time reserved its fire, opened upon the advancing boats with grape and canister. Lieutenant Davis immediately ordered the second cutter and gig, under the command of Lieutenant Philbrick, to take possession of the junk, whilst he proceeded with the launch and first cutter to storm the battery. The Chinese stood well to their guns whilst the party were wading on shore, wounding Mr Williams the purser (a volunteer), and three seamen severe-

ly. A volley of musketry, however, dispersed them and the party took possession of the battery, and held it until the junk was observed to be under weigh, when they embarked and assisted to tow her out. During this time three other batteries kept up a heavy fire on the junk and the two boats towing her, which was returned by the junk's guns, and with small arms. Unfortunately, Mr Lewis, midshipman, received a severe wound in the leg, by a musket ball, and which it is feared may lead to amputation of the limb, whilst turning the junk's guns on the shore batteries."

ALGIERS.

The Moniteur contains the official reports from Marshal Randon and the generals under his command, relative to the progress of the expedition against the Kabyles, and the late affair of the French troops against the Beni-Ratan. The despatch of Marshal Randon merely recapitulates the reasons which led to the expedition, and briefly relates to the preliminary movements of the army previous to their arrival at the foot of the mountains of Kabylis, where he was detained inactive for several days in consequence of the fogs and rain.

The despatch of the Marshal is followed by that from General Renault, dated Head Quarters, Ouville, 24th May, in which he says:—

At half-past five this morning, my division formed into three columns of attack and left the camp of Si-Kou-Meddour, and marched on the village of Djemma, the approaches to which were fortified. The right column, under General de Liniers, first occupied the Mamelon of Takscht, which commands the mouth of the valley of Mestiga, and thence reached the Col d'Ighil, which is just below the village of Djemma. The place was immediately attacked by the troops of General de Liniers, and entered at one side just as part of the centre column entered it on the other. As soon as this village had been taken possession of, the column of General de Liniers advanced up the rugged acclivity which commands the village of Tiguert Hala, and, after a sharp engagement with the enemy, took possession of the village of Taramit. From this point the difficulties to be overcome were very serious; owing to the steep nature of the ground and the energy with which the Kabyles defended the fortified points in the neighbourhood. The centre column, under General Chapuis, passing by the Souk el Haad, in the meantime reached the village of Djemma, and joined that of General de Liniers. It now remained for me to carry the commanding position in front. Col. Rose supported by the artillery, which had, after very considerable difficulty, ascended the heights, attacked and gained possession of the villages of Tamazirt and Aid Said, and the plateau of Ouville, where I am now encamped. It was not without considerable efforts and sensible losses that I was able to hold the important point of Tiguert Hala, on which the Kabyles continued to make frequent and very formidable attacks. On reaching Ouville at half-past ten, I occupied the heights fronting the villages of Harhirin and Azouza, and also the counter fort which commands the village of Art-Hag and the Djemma of Bou-Zizi.—The troops in these positions had to sustain two very vigorous attacks from the Kabyles, who were driven back at the point of the bayonet. I afterwards formed a battery of Howitzers on the Djemma of Bou-Zizi, the fire from which prevented the Kabyles from renewing their attacks. The resistance of the powerful faction of the Irdgers whom I had to attack was the more energetic as their line of retreat was secured by the valley of the Oued-Aissi and that of the Mestiga; but they could not stand before the enthusiasm of the French troops.

The second despatch, that of General de M'Mahon, dated from the bivouac of Afenson, 24th, after mentioning the order in which he had arranged his troops goes on to say:—

The positions occupied by the enemy were the villages of Belias and that of Tackerach, both of them very strong from the nature of the ground on which they stand. A little before five o'clock I commenced my forward movement, while the artillery at the same time took up positions to open a fire on the villages and on the ravine which separates the Beni-Ratan from the Fraoneen. At five o'clock the firing began along the whole line; the artillery threw shells and rockets on the entrenchments of the enemy, who were in great force, particularly in the village of Tackerach. In a very short time all the ambuscades at the foot of the mountain and defending the passage of the ravine were carried. This part of the mountain almost entirely covered with fig trees, formed an excellent defensive position for the Kabylei, but they were promptly occupied by the French riflemen. The village of the Tackerach was defended with great obstinacy, but when the Kabyles saw that the position was turned they at length abandoned it and threw themselves into the ravine between that place and Belias, which they had also strongly fortified, but from which they were driven with vigour. At half-past five General Bowrbaki, being in possession of Belias, attacked the village of Afenson, which was carried after a short resistance.

The last despatch, that of General Jusuf, contains the details of similar movements on the part of the ground in his line of march, and where the villages and fortified positions of the Kabyles were also promptly taken possession of. The loss of the French was one officer, M. Boyer de Rebdal, chef de battalion of the 5th, killed; three wounded, and 64 men killed and 414

wounded. The supposed loss of the Kabyles is not mentioned.

A telegraphic despatch of the 26 announces that the Beni-Raten are beginning to come to terms.

EUROPE.

ENGLAND.—*The Atlantic Steamers.*—The Steamer Vanderbilt left Southampton on Wednesday for New York. She took about ninety passengers. She is only fifteen feet shorter than the great American war steamer Niagara. The Vanderbilt measures 68 tons more than the greatest ship in the United States navy.—She is 2,500 horse-power. Her paddle-wheels are 42 feet in diameter, which is greater than the diameter of Astley's Circus. She left Havre at 6 p. m. on Tuesday, and steamed easily, in order not to reach the Isle of Wight until daylight. She reached the Nab Light at two A. M. on Wednesday, and arrived at Southampton by 4 A. M. She lay to close to Southampton, although she draws 21 feet. She started at dead low water, and consequently took some time to turn round with her immense length; but as soon as she did so, she started at full speed, and answered to her helm beautifully, her enormous paddle-wheels sweeping circles of 130 feet circumference. The steersmen were stationed in the centre of the ship, the steering-wheels being attached to the rudder by ropes. The captain was on the paddle-box, and Waters, the first-class pilot, was perched on a boat forward, guiding her through the deep water channel. A number of English engineers went on board previous to her departure to inspect her machinery, which is of gigantic dimensions, and reflects the highest credit on American machinists. Her kitchen is as large as that of a chief hotel, and her enormous saloons are most elegantly and profusely furnished. The English Post-office law, which prohibits mails from being conveyed in foreign bottoms, was suspended, in order to let the Vanderbilt carry a ship mail to New York.—Mr Christie, Vanderbilt's agent at Havre, proceeded in the great steamer to Hurst Castle, in order to ascertain the speed with which she commenced her voyage.

It is fully expected that she will reach New York in nine days, and that her speed will be greater than that of the Persia. If so, American supremacy in ocean steaming will be established until Collin's monster steamer, the Adriatic, and Cunard's gigantic steamer, the Nova Scotia, traverse the Atlantic, when another contest for supremacy will take place. Both these steamers will be greater than the Vanderbilt and Persia. The United States steamer Fulton had also left Southampton on Wednesday with the regular American mail. She took out nearly 200 passengers and a large cargo.

The Glasgow, Philadelphian, and Belgian companies, together with Messrs. Cunard, Collins, Croskey, Wolfe, and Vanderbilt, now dispatch nineteen steamers from England for the United States, and from the United States for England every month. The greater portion of these run to and from Southampton, calling at Bremen, Havre, or Antwerp. They find support in a great measure from the passenger traffic arising from the German exodus. Tens of thousands of persons from all parts of Germany are leaving their fatherland every year for the land of the west. These are not pauper emigrants, but well-to-do people, who can afford to pay for the comforts and speed of a steam voyage. The Argo, which left Southampton a few days since, took out 400 German passengers. Her freight amounted to £5,000, so that her outward voyage will be highly remunerative, even if she returned from New York empty, which is not at all likely to be the case.

Visit of the Grand Duke Constantine.—His Imperial Highness the Grand Duke Constantine, Lord High Admiral of the Russian navy, arrived on May 30 at Osborne, on a visit to her Majesty. The Grand Duke left Cherbourg at daybreak, in the Royal yacht Osborne, Commander Bower, with the Russian Imperial flag at the main. The run across the Channel was favourable, and the yacht made the western portion of the Isle of Wight; she proceeded through the Needles, and off Cowes the imperial visitor was saluted by the American frigate Susquehanna, which arrived in the roads two or three days since from the Mediterranean, in order to take part with the Niagara in laying down the Atlantic cable.

The royal yacht continued her course to Osborne, where a salute was fired by the Eurydice 26, Captain Tarleton. The approach of the yacht had been telegraphed from Hurst Castle, and by the time she had arrived off Osborne, Prince Albert, with the Duke of Cambridge, and Count Chreptowitch, the Russian Ambassador, were in readiness to receive the Grand Duke. Prince Albert went on board and welcomed his Imperial Highness on his visit.—The Grand Duke then landed. A detachment of the 93rd regiment of Highlanders, which gave the famous repulse to the charge of Russian cavalry at Balaklava, was drawn out as a guard of honour, the band of the regiment playing a Russian air. The Duke then proceeded to Osborne on a visit to her Majesty. After dining with the Queen, his Imperial Highness and suite returned to Osborne.

On Sunday, afternoon Prince Albert, the Grand Duke, and the Duke of Cambridge went out for a short cruise beyond the Nab Light in the Victoria and Albert yacht. In the evening, after dining with Her Majesty, His Imperial Highness slept on board the Osborne. At ten minutes to five on Monday morning,

the Osborne weighed and left, under a salute of twenty-one guns from the Royal Yacht Squadron battery at Cowes. As she approached Spithead, with the Grand Duke's standard at the main, the Exmouth, 90 gun-ship, led off a general royal salute from the squadron at Spithead, all with mastsheads dressed. This, being at the early hour of twenty-five minutes past five on a brilliant summer's morning, naturally awoke the inhabitants of either shore, and many rushed to the beach, imagining, perhaps, the "Glorious First of June" was fighting its battle o'er again. The cannonade was very imposing, and the flag-ship Victory in the harbour also took part. By a quarter to six the Osborne was out of sight from Portsmouth, and steaming away at full speed for Calais.

Emigrants to the United States and Canada, by taking the through tickets of the Grand Trunk Railway Company, are conveyed from their port of landing to their destination in less than one-quarter of the time taken by steam-boats, and at about the same rates of fares.—Thus a passenger can reach Chicago from Quebec, a distance of 1,007 miles, in less than two and a half days, whereas by water it is nearly double the distance, and requires from twelve to fifteen days, with five or six changes of steamboats. During all of which they are exposed to the arts of machinations of designing persons, whose sole means of living is by their plunder. The steam-boats, especially when crowded, scarcely afford protection from the weather. Passengers with through tickets are allowed the same amount of luggage, free, as on board the ship, and it is conveyed from the ship to the railway station without any charge whatever. The Agents of the Grand Trunk Company will give mechanics, artisans, and labourers, on their arrival, the best information in respect to employment, the places at which it is to be had, and the rates of wages. Intending emigrants can have sent to them, free, a tariff of passengers rates; and all their inquiries with regard to the sailing of both steamers and sailing, scale of dietary, &c., will be immediately answered on application, either personally or by letter, at the office of the Grand Trunk Company, 21, Old Broadstreet London.

FRANCE.—*Paris Saturday Morning.*—There are vague rumours of an attempt upon the Emperor's life having been made yesterday at or near the Artillery Museum, in the Rue St. Thomas d'Aquin, to which he paid a visit, before going to St. Cloud. All that is known for certain is, that the journals have received orders not to mention the fact of this visit.—The trial of the members of the secret society has been concluded. Thirty-four accused were sentenced to imprisonment for various terms and to fines, and six were acquitted. The Legislative Assembly has been dissolved, and the flunkies of the Emperor sent back to their constituents as having been good boys since their election, and done his bidding faithfully. The funds yesterday at 9 1/2 50c.

UNITED STATES.

The Reign of Anarchy in New York—the Bloody Collision of the Rival Police Forces.—The proceedings in New York city at the present time, growing out of the resistance of Mayor Wood to the authority of the Legislature and Governor of the State, are of the most serious and alarming character. It is emphatically the Reign of Anarchy. Of the actual violence on Tuesday, we give some interesting details. By Mayor Wood's order, Daniel D. Conover, appointed Street Commissioner by the Governor, was forcibly driven out of his (Conover's) office. He therefore made complaints against Wood and those who, by his direction, committed this dispossession, charging that the actors made an unprovoked attack upon deponent, seizing him by the collar and the arm, bruising and otherwise injuring his head and neck, and violently ejected him from his office. A warrant was issued for the Mayor's arrest on this charge, but the officer who undertook the execution of it was ordered out of the Mayor's office on the ground that he was not a legal officer, being one of the policemen under the State law. A coroner next attempted to serve the warrant, and was similarly defied, and driven from the Mayor's office. Then it was determined to send a force of fifty policemen to assist Mr Conover in executing the service. For them Mayor Wood prepared by gathering hundreds of his own police and a rough rabble of foreigners and bullies. Of the conflict that ensued, the "Times" gives the following account:—

From the vicinity of the Court of Sessions building, or New City Hall, came steadily on the Metropolitan policemen. They had each upon their hats a ribbon with a number and the words 'Metropolitan Police.' They were closely pressed by the throng, who hooted and hallooed and cheered for 'Fernando Wood.'—Lieut. Jacob L. Sebring, of the Ninth Ward, who had command, led the advancing force.—They marched steadily on, and halted only on reaching the steps leading to the rear entrance of the hall. There the crowd behaved most frantically, and made a rush towards the Metropolitan men, but they were quickly repelled. Lieut. Sebring after a moment's halt, proceeded to ascend the steps. The old police under Captain Wines, resisted. A great many fighting men (not policemen) from the Fourth and other Wards rushed to the attack. Alderman Wilson of the First Ward was in the midst of the affray, with his official baton in hand.—Clubs were drawn and freely used. Many of the 'roughs' drew from beneath their coats huge sticks and various other weapons, and, going in the fight, charged upon the Metropolitan men, who fought with great determination.