

**IMPERIAL PARLIAMENT.**—The proceedings in the British Parliament since our last, says the *European Times*, have been barren of interest. The dull monotony of a long session, now drawing rapidly to a close, has been relieved by two nights' discussion on the Sugar Duties. The Government scheme has triumphed by a majority of 265 to 135, nearly two to one. This result virtually abrogates the monopoly, and places sugar in the same category as corn—by an easy declension on the high road to Free-trade. Sir Robert Peel gave the Ministers' measure a generous support, and the greatness of the majority may be traced to that circumstance. Of course, all fears of an immediate dissolution are at an end. The session will be wound up with eclat by the Whigs; and in the present temper of parties they may go to the polls before Parliament meets again with a fair chance of success, and a long continuance of office.

On the 24th of July, in the House of Commons, Mr. Miles, of Bristol, moved for a select committee to inquire into the circumstances connected with the granting of the present contract for the conveyance of the mails from England to Halifax and Boston.—He said justice had not been done to the competing parties on this occasion—the Great Western steamship company.

Mr. Colburn, in behalf of the late Ministry, explained. In 1839 an attempt was made to establish a communication by steam across the Atlantic. At that time no second party put in tenders. Afterwards two tenders were put in by the St. George's company and the British company, neither of which fulfilled their contracts, and their tenders therefore fell to the ground. Then Mr. Cunard made a proposal to convey the mails from England to Halifax and Boston, and also to Halifax and England. At that time no proposal was made by any other party. Three vessels were then employed in conveying the mails, and shortly after it was found that three vessels of 300-horse power were not sufficient, and that four of 400-horse power would be necessary. The difficulties of navigation in the winter caused the necessary change from three vessels of 300-horse power to four vessels of 400-horse power. In consequence of this augmentation, £80,000 per annum was agreed to be given to Mr. Cunard for his services.

He (Mr. Cunard) agreed in 1841 to take the mails to North America twenty times in the year. Shortly before that a plan was entered into, of conveying the mails to North America, and arrangements were made with the American Government for conveying them to the British colonies, as it was more convenient to convey them by Boston and New York. The arrangements on the part of Mr. Cunard not only for the summer, but even during the winter, were of so satisfactory a character, because of the promptitude and fidelity with which he conducted the business, that the House gave him £100,000.

The public interests were so well attended to that he afterward, in 1841, received £180,000, which in 1844 was reduced to £145,000 per annum. The government also required that he should make voyages to Halifax or to New York, as circumstances might require, and in addition, it appeared to them very useful that he should make his vessels the medium of mail conveyance between Halifax and Montreal.

After some further explanations from Sir Robert Peel, the Chancellor of the Exchequer, and other members, who were willing that the select committee should be appointed, Mr. Miles stated that he should not press his motion, and the matter accordingly dropped.

The following motion was offered by Mr. Ewart:—That it is expedient that the practice of making Van Dieman's Land a general receptacle for convicts should cease; that transportation be discontinued as punishment, and be maintained only as a supplement to the previous punishment of imprisonment. He observed that, on account of the preponderance of the convict and criminal population, the free occupiers had no security of property or life, and that the moral contamination was painful to contemplate. He hoped the attention of the government would be called to a question which he considered moral, political and religious, and that at an early day they would produce a reform of this most unparalleled system of colonial policy.

Sir G. Grey admitted the importance of the motion, and promised that the Government would direct its serious attention to the subject.

On this assurance, after some discussion, the motion was withdrawn.

**THE QUEEN'S HOUSEHOLD.**—The following appointments have just been gazetted:—The Earl of Morley to be one of the Lords in Waiting in ordinary to her Majesty, in the room of the Earl of Morton, resigned.—The Earl Ducie to be one of the Lords in Waiting in the room of Viscount Hawarden, resigned.—Lord Waterpark to be one of the Lords in Waiting in the room of Viscount Sydney, resigned.—Lord Foley to be Captain of her Majesty's Hon. Corps of Gentlemen at Arms, in the room of Lord Forester, resigned.—Viscount Falkland to be Captain of her Majesty's Guards of Yeomen of the Guard, in the room of the Earl of Beverly, resigned.

**CONCILIATION HALL.**—The weekly meeting of the Repealers was signalled by one of the fiercest outbreaks which has yet taken place between the obsequious followers of the Arch Agitator and some of the more fiery spirits of the Young Ireland party, who seem to have a very strong suspicion of the honesty of the cunning old

man, who has for so many years successfully traded upon his character as the father of his country. His having allowed Mr. Sheil, an anti-repealer, to walk over the course at Dungarvon, in the teeth of his oft-repeated declaration to the contrary, has given deep offence to Young Ireland, whose views on this point have been adopted by Mr. S. O'Brien, the ex-martyr. A storm is gathering which threatens the destruction of the present confederacy: an event which, should it fortunately happen, will be as beneficial to Ireland in a moral and political point of view, as are, to mankind generally, those physical convulsions, by which the atmosphere is purified from the life destroying malaria.

**RECLAIMING LAND IN IRELAND.**—Upwards of 4000 acres of land have been reclaimed from the sea, on the shores of Lough Foyle, in the County of Derry, under the auspices of John Robertson, Esq., of London. The cost of reclaiming has hitherto been from £15 to £20 per acre, but the expense has been much increased in consequence of litigation and difficulties inseparable from the first attempt at so large a march into the sea. The land is of very superior quality, being a tender loam, with a thick deposit of vegetable matter, and it is anticipated will grow crops for many years without requiring any manure.

**ARRIVAL OF THE KING AND QUEEN OF THE BELGIANS.**—Their Majesties landed at Woolwich on Monday afternoon, and proceeded to Buckingham Palace, on a visit to her Majesty, where they were visited by the Duchess of Kent.—*Liverpool Mail*, Aug. 1.

**SUBMARINE TELEGRAPH.**—During the last few days some very interesting experiments have been made in Portsmouth dockyard and on board her Majesty's ships Pique and Blake, with a portion of the submarine telegraph intended to be laid across this harbour under the sanction of the Lords of the Admiralty Commissioners. The electric fluid was made to traverse the whole length of the submarine telegraph, which having been carried out in a bight from the Blake by the boats in attendance, was allowed to sink to the bottom. The signals were promptly answered by the index, although passing so many fathoms through the salt water, thus proving beyond doubt, the practical success of this mode of conveying intelligence even across the sea. The importance of these experiments is obvious, for if the communication can be carried across Portsmouth harbour, it follows as a matter of course, that it may with at least equal facility be carried from headland to headland, where it cannot be interfered with by the anchorage of numerous vessels. Thus between Great Britain and France, or any other country separated only by the sea distance is annihilated.

**REMARKABLE SPEED ON THE OCEAN.**—During the passage last homeward of the Great Britain from New York to Liverpool, it was ascertained by accurate nautical observation made on Saturday, June 13th, that this leviathan, propelled by the screw, actually ran no less than 330 knots in the course of 24 hours, producing an average rate of going throughout the day, of nearly sixteen statute miles per hour, a speed never before equalled on the ocean by any paddle wheeled steamer, or by any sailing vessel whatever. Such a velocity, had it continued throughout the voyage undiminished, would have brought her across from New York to England in eight days and a half.

**LOSS OF THE EMIGRANT SHIP MANDARIN AND THE SIR WALTER SCOTT.**—FIFTEEN PERSONS FROZEN TO DEATH.—Information announcing the total loss of the above vessels, and the melancholy fate of the crew of the Sir Walter Scott, by being frozen to death, has just been received at Lloyd's, the particulars of which are of the most painful description. The Mandarin was a vessel barque rigged, of a superior class, and was 500 tons burden, commanded by Captain John Cleland. She belonged to Glasgow, and sailed from Calcutta in the latter part of February last, with 216 emigrants for Jamaica on board. Having landed them at that port she shipped a valuable cargo of sugar, rum, saltpetre, and other articles, and sailed for Liverpool on the 24th of April, and struck on a sunken rock, known as the Alligator Rock, at Key West. Every effort was made by the master and crew to get her off, but in consequence of the heavy sea it was impossible to accomplish this, and in a few hours she was full of water. Fortunately all on board were saved by the boats and landed at Key West. The following day she fell over on the rock, and became a total wreck. The loss will prove very heavy, and insurances to the amount of £10,000 are reported to have been effected on the vessel and cargo.

The circumstances attending the loss of the Sir Walter Scott, Captain Byass, master, are of a lamentable character. It appears that for several months fears were entertained that she had been lost, no tidings of her having reached her owners since last September. Letters, however, have come to hand, stating that the vessel had been totally wrecked on the coast of Labrador, a month after she had left Quebec for Limerick. According to the accounts forwarded she was driven aground during a snow storm, and the sea and ice breaking over, the Captain and crew lashed themselves in the rigging in the hope that their position would be seen and assistance rendered. In that perilous situation they remained for two days, and perceiving no chance of being rescued, they constructed a raft, and by that means succeeded in gaining the land. Here their condition was almost as bad. They wandered about four miles without meeting any of the residents, or anything in the shape of relief, for five days. When discovered, with the intense cold and the want of sustenance, they were reduced to the greatest exhaustion. The crew consisted of 18, 15 of whom, including the