

days before the annual meetings. (Hear, hear.)—A vote of thanks was unanimously passed to the chairman and directors, when the meeting adjourned.

The importation list of the week just ended, presents us with a few particulars which are unusual and interesting—the receipt of the precious metals has exceeded the average weekly amount. Gold and silver has come in by tons—packages, boxes, and casks, having come to hand on merchants', and on Government, account; these have arrived principally from the East Indies and South America, but our chief interest was excited on noticing the importation from Australia; these, besides general merchandise, include 700 hams, about 7000 bushels of wheat, and above 300 tons of lead and copper ore. We have before noticed the vast productive capabilities of these fine colonies. And we learn also, that on every hand, and throughout all their districts, there is a painful and a paralysing want of labour. If that great element was furnished to anything like the necessary extent, there is no known height of prosperity which might not be confidently anticipated for those genial and fertile lands.

In England, on the contrary, labour is too abundant, and, as a consequence, too cheap—too cheap, that is, for the labourers themselves, and prices too low to enable either farmers, or manufacturers, or mine proprietors, to pay adequately for the working of their several parts of the great operative machine. Meanwhile, from the shores of the southern hemisphere, voices are singing, 'come over and help us'—they are heard, and but coldly heard, in a country where a vast deal of work is done for a comparatively little money—too much, indeed, for the amount of remuneration, there can be no doubt whatever, taking into account the naval and military duties discharged throughout the world, the mining industry, the manufacturing skill, the agriculture labour, and the thousand miscellaneous sorts of occupation which fill up the daily round of British employment. It may be safely affirmed, that the work daily turned out of hand, is, in its amount, without precedent or parallel in the history of any other operative community. From these onerous tasks, the young, the vigorous, and the virtuous, might most advantageously escape, to the easier life and the more remunerative occupations which await them in the southeastern world. But every individual must altogether judge for himself. To us it does appear,—and the importations of the week, in some senses, strengthen the opinion—that the fuller colonisation of the lands appertaining to the Crown, in the regions of which we speak, would be a triple benefit—first, to the colonies themselves, to those who colonise, and to the mother state herself, whose sovereign right would be enlarged by the growth and prosperity of a secondary empire.—*Min. Jour.*

STEAMERS IN AND FOR THE EAST INDIES.—The new iron steam ship Canton, built for the service of the Peninsular and Oriental Steam Navigation Company, to run between Hongkong and Canton, arrived here yesterday from the Clyde. This splendid steamer is commanded by Captain Gosson, and is 550 tons burden, and 175 horse-power; and, with coals and cargo on board, will draw only 7½ feet of water. The boilers are on the tubular principle, with brass tubes; the vessel

is built in water tight compartments, and both machinery and ship have been constructed by Messrs. Tod, M'Gregor and Co., of Greenock. The Canton performed the voyage from Greenock to Southampton, a distance of 622 nautical miles, in 66 hours, including stoppages of two hours; making an average speed against head winds of 9.42 nautical miles per hour. The Canton will take her departure for India so soon as her guns are fitted; she will be armed with two 32 pounder shell guns on traversing carriages, and in case of necessity can be used as a steamer of war. The boilers are fitted with a most excellent and effective invention, recently introduced by Mr. Andrew Lamb, the superintending engineer of the Company, a self-acting blow-off apparatus for emitting the brine from the boilers and preventing the incrustation of salt, which is so destructive to the durability of the boilers of marine steam engines. Mr. Lamb's patent life boats are also to be supplied to the Canton. The Malta, another new steam ship belonging to the Peninsular and Oriental Company, will shortly be ready for dispatch to India; and three ships, the Vectis, Ganges, and Bombay, are in a forward state. The Company's flotilla in the Indian seas now consists of the following steamers:—The Bentinck, 1,800 tons, 520 horse power; the Haddington, 1,500 tons, 450 horse power; the Indus, 1,400 tons, 450 horse power; the Pottinger, 1,400 tons, 450 horse power; the Precursor, 1,600 tons, 500 horse power; the Pekin, 1,180 tons, 430 horse power; the Braganza, 1,100 tons, 400 horse power; and Lady Mary Wood, 650 tons, 320 horse power. The Oriental, 1,600 tons, 450 horse power, and the Achilles, 950 tons, 320 horse power, are *en route* from Southampton to Calcutta.—*Southampton May 26.*

EGYPTIAN AFFAIRS.—Mehemet Ali continues in a very weak state of health, his mind is quite prostrate, and the only exercise he can take is in a carriage. Ibrahim Pacha, now virtually Governor of Egypt, is daily expected at Alexandria, his Highness having made a tour throughout the principal towns in the Delta, where he has been engaged in introducing improvements in the cultivation of the land, and in minutely examining the accounts of the Government agents. Ibrahim seems intent upon introducing the strictest economy into all the departments of Government. The works at the barrage of the Nile are all but suspended. The construction of the locomotive, intended to cross the Suez desert in five hours, has been stopped, his Highness having no confidence in its success, and many Europeans have been dismissed from the service. The arming of the forts in and about Alexandria is being vigorously proceeded with, and the whole of the new fortifications will shortly be in an efficient state. An increase to the army is also being made. The town of Damietta is being fortified, and Gallice Pey, French General of Engineers, is there superintending the works. The large Bengal Tiger, brought to Egypt by Lord Hardinge from Calcutta, and presented by His Lordship to Abbas Pacha, died here two days ago, from the effect of some wounds it had received at Cairo. Trade continues very dull, and there is little or no confidence, which has been further diminished by the failure of the Dutch Consul, M. P. A. Schutz, for a considerable amount. The forthcoming crops are expected to be very abundant.—*Alexandria, May 6.*