

EUROPE.

ENGLAND.

PROJECTS FOR MARINE RAILWAYS

Across the isthmus of Panama, and in the British possessions in North America.
(From the United Service Journal.)

Having in preceding numbers of the United Service Journal exhibited extensive progress for marine railways, connecting the various seas of the British Islands, I propose, in the daily darkening prospects of our commercial horizon, to submit similar plans tending to produce an early and extension of our commerce to the western hemisphere.

First, I propose to form a marine railway across that spot which is destined to be the key of the new world—the isthmus of Panama. The advantages of a pass here, seem indeed, to be boundless to a commercial nation, for it will save a navigation of ten thousand miles round Cape Horn, opening up the trade of Peru, Chili and all the western regions of North and South America, with the Sandwich Islands, and all the Isles scattered over the vast expanse of the Southern Ocean. The isthmus is at one spot not more than seven leagues across, but from Porto Bello to Panama, the capital cities of the Province, the distance is thirty-seven miles with a vast mountain intervening. What the size, stratification or direction of these mountains may be, probably is not known, but though the whole thirty-seven miles were required to be tunnelled, still the expense is warranted by the vast revenue which must result from the railway; besides that much gold would probably be found in the progress of the work, this being the heart of the golden region of South America. The canal which is in contemplation at this time across the isthmus of Panama, by an American joint stock company, is evidently a project the difficulties and expense of which would be tenfold greater than the accomplishment of this great work by means of a railway for shipping. I suggested then that a joint-stock company of English proprietors of Colombian bonds, would possess eminent advantage for this work; for the land, labour, and other materials may be obtained at par in Colombia, with the bonds of the government of the country. These bonds are in England depreciated almost to nothing, there being no prospect of dividend, or the redemption of a loan by a state impoverished by civil war; and it is therefore probable that this project would have an immense amount of British capital from entire annihilation, and even convert the bonds into a splendid source of revenue from the railway. The condition exacted for the land and territorial rights by the Colombian Government, from a former American joint stock company, by whom a canal was projected across the isthmus in 1826, was the reservation to the state of Colombia of the tolls arising from the work for the first fourteen years; but an English company could undoubtedly obtain more suitable terms by the immediate purchase of the tolls by cancelling a certain portion of the loan, the authorities of Colombia being known to be intensely anxious to preserve the bonds from depreciation, and to preserve their national credit for a future loan from the Merchants of England. To render this great work complete, and to anticipate future opposition from the people of the United States, the entire isthmus, or such part that lies between good natural boundaries—as the lake of Nicaragua on the north, and the river Darien on the south, a narrow tract of three hundred miles in length, should be obtained by treaty from the Colombian Government, to be erected into an English colony, independent of the state of Colombia, and subject to the crown of England. Some consideration is also due to the ancient, yet undoubtedly just claim which Great Britain possesses upon the isthmus of Panama, founded upon the prior possession of the province by the Scottish company, under the Rev. Mr. Patterson, in 1699. The country at that period was not inhabited by Spaniards, but by a people entirely hostile to them, and, previous to the sailing of the expedition, the right of the company was recognised by the Spanish ambassador at the court of William the Third, yet the unfortunate colonists were attacked, harassed, and at length almost exterminated, only thirty persons, of twelve hundred who composed the expedition, ever returning to Scotland. The capital subscribed for the purpose of the company was therefore entirely lost, consisting of the sum of £200,000 of which £400,000 belonged to the people of Scotland; £300,000 to the English, and £200,000 to the people of Holland and Hamburg. The settlement of the company was at the mouth of the river Darien, and the town of New Caledonia still appears upon the ancient charts. The origin, progress, and unfortunate termination of this noble project is described by Sir John Dalrymple, in the twentieth volume of his Memoirs of Great Britain and Ireland, the ruin of the colonists being there attributed to the injustice and prejudices of William the third.

There are also great advantages to navigation connected with this project, for the equatorial current and the region of the north-east trade-wind must be crossed from Europe to Porto Bello; these are perpetually favourable to outward bound vessels, and the usual lightness of the winds and serenity of the weather in this part of the Atlantic are remarkably favourable to return navigation. Upon the return voyage to Europe the gulf stream flows along the eastern coast of America, to the Azores, and almost to the coast of Spain. Moreover, the westerly wind prevails more than nine months in the year, in the latitudes north of the Tropic of Cancer, annually increasing in prevalence, and with the progressive clearing of the forests of America, this will probably settle into a trade-wind. Thus nature leads us in an everlasting circle to the east and to the west, and no obstacle is now unconquerable to the science and enterprise of modern times, and as the English nation alone possesses the advantages required for the accomplishment of a pass across the isthmus of Panama; it is devoutly to be wished that no farther delay may arise in the completion of a work, the results of which, both to the old and new world, cannot be measured by the mind of man.

The British provinces in North America may also be raised into great and immediate prosperity by a judicious formation of railways. Here I propose, first, to form a railway from the harbour of St. Andrews, upon the bay of Fundy, a distance of one hundred and ninety-five miles, a work which will convey the whole trade of the St. Lawrence in a single day to the Atlantic waters,—cutting off a navigation of one thousand two hundred miles down the river St. Lawrence and round the shores of Nova Scotia. Thus the timber, provisions, ashes, and other exports of the provinces may be brought to the Atlantic, and not only with more speed, regularity, and security than by the river St. Lawrence, but with the great additional advantage of a navigable waterway all seasons of the year.

the harbour of St. Andrews being spacious, deep, and never closed in the winter season, whilst the St. Lawrence is un navigable from ice, from the month of November to May. The route of this work will lie through the government lands, opening out fresh fields for the timber now rapidly disappearing from the banks of the navigable rivers; and by means of this railway great bodies of land which for ages would remain inaccessible in the absence of inland navigation, may thus be converted into a splendid source of revenue. The mode of construction may be copied from the railways now in progress of formation in the United States, which are laid down upon timber, and though that material will not possess the durability of stone, still the ground-work may be renewed at little cost; and when the clearing of the roads in the vicinity of the railway shall have rendered timber less accessible, the whole may be brought upon the railway at a small expense. The construction of this work will furnish immediate employment for a great body of emigrants, whilst, being undertaken by the government, the cost for the land and labour will be saved, and judging from the estimates for railways in the United States, where the flat rail is in use, the expense for iron work and labour may be estimated at £500 per mile, or £98,000 for a distance of one hundred and ninety-five miles from Quebec to St. Andrews, a sum which may be realised in a single month by the sale of the public lands, which then will be purchased with avidity in the vicinity of the railway.

Another great line of railways may be formed from Halifax through Nova Scotia to St. John, in the province of New Brunswick, and thence into the United States, joining the railways which are fast spreading through that country, and which will soon reach from New York to Boston, and through the whole New England states. This railway will not only bring to the Atlantic the lumber, provisions, metal, and other exports of the provinces; but from the situation of the harbour of Halifax, a thousand miles nearer than the United States to Europe, it will doubtless command the whole stream of passengers, mails, and light articles of commerce passing into the British possessions and to the United States, and every part of the continent of America. A line of packets has long been projected from the harbour of Valentia, upon the western coast of Ireland, to Halifax, by which to passage across the Atlantic may be performed by steam shipping in about ten days in the summer months; and when passengers may afterwards conveyed from Halifax by railways to all intermediate distances, and even to the extremity of the provinces in a single day, saving to emigrants the time, fatigue and expense of travelling in a new country, it is obvious how rapidly these works will facilitate the population of the colonies.

Indeed, if the difficulties and expense of constructing these works in our North American colonies were tenfold greater, an imperative necessity would exist for their adoption, if it is desired by the Government of this country to maintain an equality of commercial advantages with the neighbouring United States. For the splendid advantages of the railway system are well understood in that country, where great navigable rivers are about to be superseded by railways of vast magnitude, reaching over hundreds of miles. Upon one of these, about ninety miles are already completed from Charleston, through the states of South Carolina and Tennessee to the Mississippi at the mouth of the Ohio, a distance of six hundred miles. Another great line is rapidly approaching to completion from Baltimore to the Ohio; and a third is now proposing from Philadelphia to the Western States, in the course of which it is proposed to tunnel the Allegheny mountains. Indeed, in no country will the results of the railway system be so extensive as in the United States, for it will annihilate their only disadvantage, inland distance from the sea; and it will effect the work of centuries to connect, consolidate, and strengthen the giant territory, laying beneath all climates and spreading over a quarter of the globe. If then we would contend with these advantages in our North American Provinces, it is only by similar works that we can bring to the Atlantic the agricultural exports of the colonies; and secure the stream of emigration, which otherwise, with the facility of inland transportation will be rapidly diverted to the western regions of the United States.

And not only by the diminution of our surplus population at home, and the extending market for our manufactures by the rapid population of the colonies, but by the improvement of the climate upon the progressive clearing of the woods, will these provinces be rendered more valuable to the crown of England. It is the impenetrability of a wooded country to the heats of summer, which causes the severity of a Canadian winter. Already a remarkable amelioration has taken place in a very few years, and in another generation the opening of the forests will so mitigate the climate that cotton, silk, and wine, will be amongst the exports of the country, the temperature being rendered similar to the corresponding latitudes in Portugal and France. We therefore see the extensive results of a judicious intersection of the provinces with railways, in facilitating the inland commerce of disconnected regions, and in their rapid population from a country desirous by emigration to be relieved from a great weight of people at home; and when these works may be completed by the proceeds of the public lands, without charge to the revenue at home, this, perhaps, may be found to be a timely suggestion to the government.

The railway system will soon change and improve the whole commercial aspect of the kingdom. By the facilities of inland transportation, the cities will lose their undue advantages of situation; manufactures will no longer be crowded and confined to the vicinity of coal-harbours and navigable rivers; and the cheap conveyance of lime, manure, and mould, will at last equalize the fertility and value of landed property in every part of the kingdom. By railways we now may cover with soil the barren tracts in the northern parts of the island; and even all our mountains may be carried to the sea. For the many millions annually paid to unemployed labourers in this populous country, would gradually by the assistance of railways level all the mountainous encumbrances of the island, and gain as it were new kingdoms from the sea. The immensity of barren hills in the west of Scotland, would suffice, in the shallow soundings of the Irish sea, to cover the whole breadth of the channel between Scotland and Ireland, and from the Ruchlin Island to the Isle of Man. Thus, by our immense command of machinery and labour, the surface of the island may in time by the levelling of the mountains, be doubled in extent; nor is it improbable that after ages may see millions of acres of corn waving upon land gained from the sea, or upon the base of now cold and barren mountains.

The use of horses is also amongst the greater advantages of the railway system, for not only upon the roads, but with certain agricultural improvements which are not far dis-

tant, it is probable that the use of this animal may be superseded altogether, and as one half of the produce of the earth is consumed by the horse, and as his existence is slavery, his latter stage one protracted agony, and his carcass useless to man, the statesman and man of benevolence ought to rejoice to see this abused though noble creature disappearing from the world. And not agriculture and manufactures alone, but the shipping interest will also derive its advantages from the railway system. Vessels may then be built, repaired, or laid up in the interior of the country in the vicinity of marine railways and in more cheap and convenient situations than the ship-yards in the seaport towns; whilst the great loss of timber and iron, occasioned by the breaking up of vessels no longer seaworthy, may be saved by the employment of their hulls in transporting goods upon marine railways. The whole coasting trade of the kingdom will be annihilated, and the saving of vessels and property now annually wrecked round our iron bound coast will repay a thousand fold the expense of constructing the railways required in every part of the kingdom.

I cannot dismiss the subject of railways, without a political suggestion of the expediency of a low rate of toll. That the country may derive the full benefit of the railway system, the government ought to limit the toll to the lowest remunerating rate, it being more prudent to retain the power afterwards to raise it, than by an unconditional act of incorporation to load the commerce of the country with an excessive rate which then can never afterwards be reduced. The example of the Liverpool and Manchester railway render this suggestion now proper, for the toll upon that line is maintained at twelve shillings per ton for a distance of thirty-two miles, an excessive rate rendered necessary to repay the interest upon stock 90 per cent. above par, the gain of original speculators in a work in which there never existed a hazard, and to the perpetual injury of the public at large. The principles of joint stock companies, by which exclusive privileges are granted to individuals in return for some public advantages derived from their operations, render it the duty of the government to secure these advantages to the country by the act of incorporation. The directors of the Manchester and Liverpool railway were not empowered to pass through the lands of unwilling proprietors because the laws desired to advance their individual interests, but that the people of Lancashire might be supplied with cheap coals and food.

The labouring classes will derive employment for many years in the construction of these works; the facility of travelling and intercourse will give more intelligence, health, and amusement to the mass of the people, and the commodities of life will be reduced in price by the diminished rate of carriage, to an extent equal to the removal of the national debt. The revenue of the Post-office will be increased by the cheap transportation of the mails, and the island will be rendered more easily defensible by the rapid concentration of troops and ships of war.

Countless other advantages will result from this wonderful system, for it is a victory gained over space, the results of which will be boundless to the future destinies of mankind.

HENRY FAIRBANKS.

From the Times of June 16.

There is now no doubt that a telegraphic dispatch from Bayonne to Paris, has announced the landing of Don Pedro on the coast of Portugal. Letters which arrived yesterday from Paris state that the French Queen sent a note to the Empress of Brazil to inform her of the fact; but nothing is known, either as to the means by which the intelligence was conveyed to Bayonne, or as to the place at which the landing was effected. The credibility of this announcement depends, of course, entirely on the nature of the channel by which it was conveyed to Bayonne; and in the absence of all information on that point, we shall content ourselves with observing, that it is by no means improbable that the news is true.

Let, however, the expedition arrive when it may, it can hardly fail to seal the doom of the Portuguese usurper. By all accounts the expeditionary troops amount to about 10,000 men, and the naval force by which it will be conveyed, and assisted, is greater than any that Don Miguel can command. This army consists of the chosen soldiers of Portugal led by her best officers. They return to claim their country, from which they had been exiled by the usurper for adhering to their constitutional oaths, and supporting their lawful Sovereign. With them success is the restoration of every thing which men hold dear, and failure is massacre on the field, or death on the scaffold. They must, therefore, be prepared to stake their all in the cause,—to encounter every danger, or difficulty,—and to fight as long as a drop of blood remains in their veins. On the other hand the troops of Don Miguel, though more numerous, possess fewer motives for extreme exertion, and have given fewer pledges of unflinching fidelity. The ex-Emperor will revisit his country with an amnesty readily made, and his object will be to prevent a re-action of vengeance. Should the troops of his brother be induced to desert their colours, they will be sure not only of pardon but of reward. And that they are not very firm in their fidelity to their present master is evident, from the number of conspiracies in his army, which he has been obliged to check, and from the massacre of whole companies, which he has been obliged to order under the form of a court martial.

The complete exhaustion of all the revenue which he could wring from an oppressed people, and the necessity of resorting to fiscal robbery, of a forced loan, sufficiently show the economy of civil government, and the extent of his civil prostration to property. They, at the same time, may be taken as evidence of the manner in which the arrival of a professed deliverer will be hailed by the general body of the people.

LONDON, June 15.

The latest accounts from Brussels are of a warlike description. It would appear that Belgian impatience and Dutch jealousy, which have been so long kept in check by the hand of negotiation, are at length become restive, and by common accord the lot of war is again about to be appealed to as the judge of their differences. The arbiters of their final destinies. Yesterday we were told that the States General of Holland, though they had no appetite for fighting, had yet played almost unlimited means at the command of the King to enable him to engage in it advantageously, and to-day we find that the Belgian Minister has made a requisition for an accessional force of 50,000 men to the army, and has made other arrangements for a state of immediate hostilities. The cause of this sudden emotion on the part of the Belgians is the continued detention of Mr. Thorn, the huckster Governor of Luxembourg, who is still kept in captivity by the Dutch, without excuse for the personal outrage, or apology for the national insult which such conduct bespeaks. Unless this gentleman be immediately set at liberty, and the citadel of Antwerp evacuated, the Belgian Government declares that it will immediately go to war. To this it is understood that the Dutch King will not, at least for the present, give his assent, so that if the parties are serious in their intentions on immediate collision, and they

are pretty equal in their means, a lengthened struggle may be expected. Whether the fight once begun, it will be confined to these two disputants is another question; and it will be seen from the letter of our correspondent, that, from the assurances of support which are supposed to be received on both sides, other and much more important powers may be ultimately compromised, and this partial strife not concluded till it has committed the nations of Europe in a continental war. These threatnings on both sides have, however, proved so often to be mere vapourings, that it is by no means certain that actual hostilities will now follow from them.

We have no very recent intelligence from Lisbon, but there is every reason to believe that the fate of Portugal is by this time decided; and we may hope to receive, by the very next arrival, the details of the triumph of liberty over usurpation and tyranny. It appears by the advices from Madeira that the blockade of that island has been withdrawn, and, upon the 23d of May, all the ships and garrison at Porto Santo are supposed to have gone to join the squadron in the descent upon Portugal. In connection with this subject we are informed by a respectable correspondent, that it was rumoured at Paris, on Tuesday, that the ex-Emperor had already effected successfully his landing upon the coast of Portugal. The intelligence is said to have been communicated by the Queen to the Consort of Don Pedro, as received in Paris by telegraphic despatch from Bayonne, and conveyed to London by estate yesterday. It is barely possible supposing the expedition to have sailed for Portugal on the 4th of June, arrived on the 9th from the Cape of Mondego at Oporto, and that a vessel had been sent immediately with the news to Bayonne, and arrived there on the 12th in the morning, at one o'clock, that it might then have been received in Paris at four o'clock. But our informant himself does not vouch for the truth of the rumour with any confidence, and we fear it is too good to be true. In a very little time, however, as we have said before, all doubts upon this subject must be set at rest.

Extract of a letter from the Agent to Lloyd's at Madeira, dated May 29:—The blockade has been raised by orders from the Azores Islands. The vessels which maintained it embarked the troops and refugees that were at Porto Santo, and sailed on the 25th to join the expedition of Don Pedro.

DISSOLUTION OF PARLIAMENT.—It has been rumoured in the city, says the Liverpool Chronicle of the 16th June, that Parliament is to close its session on the 26th inst., and that the dissolution will take place as soon after as the machinery of the new bill can be completed. Another rumour was, that Parliament will sit till the middle of July, and then be prorogued preparatory to the dissolution. The general impression is, that at whatever period the session may be closed, no measures will be brought forward in this Parliament which may conveniently stand over till the next. Neither the Bank nor the East India question it is conceived can be settled in a satisfactory manner under such circumstances.

Lord Althorp, on the 13th June, in the H. of Commons, gave notice that it was the intention of ministers to lose no time in carrying into effect the recommendation of the Select Committee on the Commercial State of the West Indies, to assist the Planters with a loan from Government.

The House of Commons was occupied with the Irish Reform Bill on the night of the 12th. Mr. O'Connell moved that it be an instruction to the Committee on the Bill, that the right of voting be conferred on 40s. freeholders in fee. This motion was negatived after a long discussion.

The Bristol Magistrates.—The Court of King's Bench appointed the 25th of October for the trial of the ex-officio information against the Bristol magistrates.

Suicide of Major Thompson, 46th Regiment.—We regret to state that the above gentleman who was in the military command of the Bristol district for about six weeks in the months of Jan. and Feb. last, pending the proceedings against Col. Brevet, destroyed himself on Wednesday morning, at the Rummer Tavern in this city, by severing the windpipe and large vessels of the neck with a razor.—Bris. Jour.

Irish and Scotch Reform Bill.—The Courier of the 14th says:—From the progress which has been made in the Irish and Scotch Bills, we may now expect that they will be brought forward by the time fixed upon for the general re-acting, and illuminations, viz the 27th inst.

Earl Grey is stated to be very unwell, arising from a spasmodic complaint to which he is subject to.

The Duke of Wellington resumed his seat in the house of Lords, on the next night after the passage of the Bill.

Sir Walter Scott.—We mentioned yesterday the arrival of the celebrated writer in London, after making the tour of Italy. The London Times says, "he is much worse in health than when he set out, and serious apprehensions are entertained of his recovery.—In passing down the Rhine, he suffered by another stroke of paralysis in the boat, and had it not been for the presence of mind of his servant in bleeding him he could not have survived the attack. He has now, we are informed, lost the use of one side, and is not likely to recover it. He has been attended by physicians ever since his return."

SHIP AGENTS.—AWFUL MORTALITY.

From Gore's Liverpool Advertiser.

The ship Brutus, Capt. Neilson, left the Mersey on the 18th May for Quebec, with 333 passengers, principally composed of persons from the agricultural districts anxious to find in the Canadian profitable returns for their labour and capital. The crew was efficient, the Captain able and attentive. The services of a Surgeon and Clergyman were also engaged, and every thing promised a favourable and pleasant voyage. The weather was calm and beautiful; and the first six days were spent without regret of the past, but in pleasing anticipations of the future. On Friday the 25th May, there was illness on board, but it created no alarm. On Sunday, the 27th, the crew and passengers were summoned to prayers, and the Rev. Gentleman preached from 1 Cor.—"Now abide faith, hope, and charity." He was listened to with the most marked attention, and the day closed in serenity and peace. The sun on the following morning rose unclouded—it shone on health—it set on dismay and death! A man, in the vigour and prime of life, was suddenly seized with illness; and soon the principal symptoms of malignant cholera manifested themselves. The surgeon, aware of the necessity of prompt and vigorous exertion, at once applied the necessary remedies, and his patient recovered. His next case was not so fortunate; and soon the news of a woman's death thrilled through the ship with awful solemnity. A child of a few days old soon followed; and the next day, Tuesday, death made a fearful advance. Alarm then arrived at its height and each passenger began to view his fellow with looks of fearful apprehension.—Sympathy became absorbed in the fear of general danger, and many sought protection by keeping aloof from those parts of the ship in which the sufferers lay. This was found of no

avail; and when, on the following Sunday, the awful splash told of 13 bodies being committed to the deep, then, indeed, "Shriek'd the timid, and stood still the brave!" The Brave! few, few, in truth they were! Despair seemed to sit on every visage, the stillness of the grave was around, and the doctor's melancholy movements were viewed with almost the listless gaze, of inanition. On Monday the deaths swelled in their amount, and the Captain finding himself deprived of the services of his second mate, carpenter and steward, thought it in accordance with his duty to bear up for Cork, but finding that impossible, he altered his course for Liverpool, and arrived yesterday morning, and was immediately reported. The deaths amounted to 79, and two having died after coming into port, leaves the amount of mortality eighty-one individuals—since the disease broke out.

The Board of Health had all the particulars laid before them, and the Newcastle, lazaretto ship, in the Slyne, was ordered for the accommodation of the remaining passengers, and the necessary supply of provisions sent on board. The number of cases were, in all, 117, and the recoveries 20.

FRANCE.

PARIS, June 13.—You will be extremely sorry to learn that matters are not improving here. The Government, I lament to say, persists, or affects to persist, in its determination to try by Courts-martial the persons taken into custody before and since the declaration of the state of siege (martial law), for offences alleged to have been committed before the city of Paris was so "proclaimed." The prisons are so full that it is said no new arrests that can be conveniently postponed will be made until the guillotine or the musket shall have disposed of the superabundant population of those receptacles of the criminal and unfortunate.

The Stock Exchange has worn a depressed and rather gloomy appearance to day, and prices declined. The market was heavy early in the day, and in the afternoon several large sales of Consols brought down prices from 85½, the closing price of yesterday, 84½ and to they never recovered more than 13 from that depression. The Warlike appearances in Belgium, and the determination of the Dutch to resist the demands of Leopold, together with the continued uneasy feeling prevailing in Paris, are the causes generally assigned for this decline that has taken place.

Paris, June 19, 1832.

Paris was yesterday occupied militarily. Many regiments were stationed in the Champs Elysees. Strong detachments occupied the bridges and the principal posts. The soldiers who could not find lodging in the barracks, changed their linen and washed and dressed their clothes in the public streets. In many places straw was laid on the pavement in order that the fatigued soldier might take repose.

(From the Messenger des Chambres of Yesterday.)

In giving a statement of a rupture between France and Austria, we abstained from saying much on the subject until we should receive intelligence of a more decided character. Several circumstances have, however, since come to our knowledge, in confirmation of what we then published.

The Austrian troops which occupied the legations and places most distant from the Lombardo-Venetian kingdom are drawing nearer and nearer to France. Considerable transports of artillery are being made towards the Tyrol, and all the Austrian forces are making a general movement from east to west.

The Duchess of Berry.—Being pressed by some friends of the King to withdraw herself from La Vendee, where her longer continuing must inevitably endanger her liberty, and possibly her life, this thoughtless woman is said to have flung back in Louis Phillip's face the following defiance:—

"To the Lieutenant Governor of the Kingdom.—Sir,—The Bourbons have died in prison—on the scaffold—and by the hands of assassins. I have come to these provinces to defend the rights of my son Henry V. King of France; and I will remain here till I find in them either a temple of victory or a grave.—Yours, &c.

(Signed) M. MARIA CAROLINE, Regent de France.

PORTUGAL.

EXPEDITION TO PORTUGAL.

St. Michael's, May 23.

The two packets Alfred and Ebenezer, sailed from Falmouth the 5th and 11th inst. We received accounts of the interesting progress of the discussions on the reform Bill in the House of Lords, and the news of the resignation of the Grey administration, and judging from the aspect of things and from the manner in which public opinion has been pronounced upon the question, the general impression here is, that no new ministry can be formed to stand a week out of your exalted Tories.

I shall willingly comply with your request in giving you a full and exact account of the expedition on the point of departure.

1. Army.—I cannot possibly explain to you the enthusiasm, discipline, and good order of the different corps composing the army, and the emulation between the Portuguese and French corps.

To-morrow (the 29th) an English battalion will arrive from Terceira, as also all the remainder of the Portuguese troops. Colonel Hodges and his officers have shewn great activity and energy in bringing to such a state of perfection in so short a time the English troops. I assure you your Guards do not excel them.—But of all the things which excites the greatest surprise is the parks of artillery. I have never seen them in greater perfection; and you know that I have seen some. They have obtained 1800 mules, and 1600 horses, which go in the expedition. There is also a battalion of officers carrying muskets, called the Battalion of Honor.

Squadron. This is composed of 15 ships of war, and 48 transports, all provisioned in the best possible manner. The two transports that were waiting with the stores (the Louisa and Wambeck) are now arrived, and have brought out all the stores &c. that we wanted; so that with what we had already, we have now, according to the report of the commanding General of the arsenal, provisions for at least six months, and a reserve of stores of all descriptions suitable to an additional force of 3,000 men. Our naval force has been increased with the schooner Skerrel, now Eugenia, of 14 guns, which is the most beautiful and complete thing imaginable, and also with a Portuguese ship of 560 tons, arrived from Lisbon, offered to the Government gratuitously, which is now armed as a corvette. There is also a flotilla of 15 gun-boats to protect the landing, and 12 flat boats for the landing of the troops, brought from England, and 12 others of the same description constructed here, by which means 2,400 troops will land at a time en masse.

The army is all newly clothed, with the uniform brought from England, sent by the commission. With the improved system of administration, and the rigid economy introduced

Breton and Prince Edward Island, as to any part of America; and emigrants will expedite

of our praises, they are sincere. The chosen people of the Almighty have been

my right hand forget her cunning. My prayers shall be offered that the Al-

ways sinned against conviction, for I al- ways considered the Christian religion as

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