

## ENGLISH NEWS.

## ARRIVAL OF THE ASIA AT N. YORK.

[By Telegraph to the News Room.]

The Mail Steamer *Asia* of the Cunard line, arrived at New York on Wednesday morning. She sailed from Liverpool on the 12th.

The Holsteiners had been defeated in their attempt to take Fredericksstadt, and sustained a loss of 600 men killed.

In France a crisis is said to be evidently approaching.

Austria, Bavaria, Saxony and Württemberg, have entered into an offensive and defensive alliance.

Wheat and Flour remain as last quoted.

Sugar has advanced 6d. to 1s. per cwt.

Molasses firmer.

Tea active, quotations higher.

ENGLAND.—The commissioners appointed by Government to make a survey of Galway harbor, having reported favorably, there appears to be a growing belief that ultimately that port will be decided upon as the point from whence the North American mails will be despatched. The London Times and Chronicle are urging on the government the adoption of some port on the western coast of Ireland as a port for the steamers to touch at for the receipt and transmission of the latest and earliest intelligence between the two hemispheres, but those two journals do not appear to favor the idea of making Galway the terminus of the Royal Mail line.

The census of Great Britain is to be taken on the 31st of March, 1851.

Suppression of the Slave Trade.—It is stated that the government has in contemplation the construction of a powerful squadron of steamers for the African coast, with the view of employing them to carry a monthly mail, and to act upon the slave prevention service. It is proposed that the fleet shall consist of forty vessels, and that one shall be detached from the station along the coast monthly, to come home and return with the mails, thus establishing a regular monthly communication with the African coast, and effectually crushing the slave traffic.

THE SLAVE TRADE.—As a specimen of the futility of our present African coast blockade to suppress the traffic and import of slaves into Brazil, a correspondent of the Times furnishes an extract from a Bahia paper, the *Seculo*, from which it appears that the sloop *Giva Sol* arrived there on the 1st July with 190 slaves; on the 7th the lugger *Polka* arrived with 174; and on the 21st the schooner *Fe* arrived with 350! And all without the slightest interference on the part of the police.—*Liverpool paper*, 5th.

The Bishop of London addressed a letter of remonstrance to the Queen, for not having a clergyman of the Established Church in her suite while on her present tour, and for attending a Presbyterian place of worship at Balmoral. A reply was sent to the bishop, expressive of her Majesty's disapproval of such interference, and observing that her Majesty had not stepped out of her duty in attending public worship in the Established Church of Scotland.

SHIPS, ROADS, RAILWAYS, CANALS.—There are employed in the yearly transit of Great Britain with the world and with her own shores, 33,672 sailing vessels and 1110 steam vessels, employing 236,000 seamen. Calculating the value of each ship and cargo, as the value has been estimated before Parliament, at £5000, we have an aggregate value, sailing vessels, steamers, and their cargoes included, of £173,910,000. Further, supposing that the yearly wages of the seamen, including officers, was £20 per head, the amount paid in wages would be £4,720,000. The Railways now in operation in the United Kingdom extend 6000 miles, the cost of their construction, paid and to be paid, having been estimated at upwards of £350,000,000. Last year they supplied the means of rapid travel to above sixty-three millions of passengers, who traversed above a billion of miles. The receipts for the year approached 11½ millions of money, and nearly three quarters of a million of persons are dependent upon them for subsistence. The turnpike and other roads of Great Britain alone, independently of Ireland, present a surface of 120,000 miles in length, for the various purposes of interchange, commerce, and recreation. They are maintained by the yearly expenditure of a million and a half. For similar purposes the navigable canals and rivers of Great Britain and Ireland furnish an extent of 4850 miles, formed at a cost of probably £35,000,000. Adding all these together, we have of turnpike-roads, railways, and canals, no less than 130,000 and odd miles, formed at an aggregate cost of upwards of £386,000,000. If we add to this the £54,250,000 capital expended in the mercantile marine, we have the gross total of more than £440,000,000 of money sunk in the transit of the country. If the number of miles traversed by the natives of this country in the course of the year, by sea, road, rail, river, and canal, were summed up, it would reach to a distance greater than to the remotest planet yet discovered.

Kossuth, &c.—The Hungarian refugees have received permission to quit the Turkish Territory, when the term of location is over.—Kossuth, it is said, applied to remain at Constantinople. The Divan is undecided on this point, which might give rise to complications.

PROPOSED SUBMARINE TELEGRAPH BETWEEN ENGLAND AND IRELAND.—Negotiations are being entered into with the Lords of the Admiralty and Government authorities for the establishment across St. George's Channel of a subaqueous telegraph. Preliminary surveys have been made, and the coasts on either side, combined with the submarine site ascertained by soundings for the sinking of the wires, are found, owing to the foundation being comparatively free from rocks and shoals as compared with the Straits of Dover, and with treble the extent of channel, to be favorable. At present two telegraphic routes are proposed; the one of 64 miles across the Channel, from Holyhead to Kingstown and Dublin, and thence by the Great Southern and Western Railway on to Cork and Galway—the other from St. David's Head, on the Welch coast, and on to Wexford, Waterford, and the extreme western points of Ireland to Berehaven and Crookhaven, the latter being the last points touched at by vessels outward-bound for the Atlantic. From this point, on the extreme western coast of Ireland to Halifax, the nearest telegraphic station on the American side, the distance is 2,155 miles, and, as this might be accomplished by the steamers in 5 or 6 days, England, by means of the network of telegraphic communication in existence on the Atlantic sea-board on the one side, and the Lake Frontiers on the other, may be put in possession of all political and commercial intelligence from the American and European continents in 6 days instead of as now in 12 or 14. The project, though it is asserted it might be done with safety, does not contemplate anything like the immense enterprise of a wire under the Atlantic.—*Morning Chron.*

IMPORTANT BANK ARRANGEMENT FOR FOREIGN EXCHANGES.—It seems to be very little known to the mercantile community that the Bank of England directors have come to the important determination that "Persons keeping accounts at the bank may deposit exchange bills, India Bonds, &c., on which the interest will be received and passed to account. They may also obtain at the drawing-office, in exchange for their cheques, tickets which will enable them to take out blank-post or sixty-day bills." It is, of course, the latter part of this notice which we characterize as important, for, in the opinion of practical men, it will go far, when fully developed, to check the frequent transmission of gold between England and other countries. The bills being taken out in "sets," can be made available in the same way as mercantile paper, as a medium of remittance, with this material advantage, that the nature of the security being so high, will enable it to rank with specie in point of safety, and to be far preferable for convenience.—*Patriot*.

CHINA.—The English Government has been in communication with the Court at Peking. The nature and objects of the communication have not yet transpired.

The Emperor has called together some of the leading men of the Empire, to consult with them in relation to some questions which he deems of vast import.

Through the tact and energy of Bishop Smith, the Missionaries of the Church of England had secured a residence in a heathen temple within the walls of Fuh Chan. There was great excitement among the people on this account, and a guard of eighty soldiers had been sent to protect the premises.

Rev Mr. Loomis, Seamen's Chaplain, had just returned to Wiampoos, after a visit to Shiranghae and the other open ports of the coast. He will shortly publish a review of the present state of omissions at the different ports, also some established facts respecting Mr. Gutzlaff and his Christian Union.

The Committee appointed by the different missions to translate the Old Testament Scriptures into Chinese, were to meet at Shiranghae in September. The work will require at least five years of joint labor.

[From the California Courier of Sept. 1st.]

EXPLORATIONS OF THE COAST OF OREGON AND CALIFORNIA.—The Joint Commission of the Army and Navy officers, detailed by the Government to explore the whole coast of the United States lying on the Pacific Ocean with reference to its permanent defence, adaptation to naval establishments, and other important specified particulars, returned to this place, a few days since, having nearly completed their labours. The Commission is made up of three from the navy, and three from the army. Capt. L. M. Goldsborough, Capt. Van Brent, and Lieut. Linsa Lunt, are of the navy. Col. J. L. Smith, Major Cornelius Ogden, and Lieut. D. Leadbetter, belong to the army.

The coast of California, north of San Francisco, including the whole of Oregon to 49 deg., has been thoroughly examined, and valuable information obtained. In the course of this examination, and after visiting our possessions lying along the Straits of Fuca, Admiralty Inlet, Puget's Sound, &c. &c., up to our boundary line at the 49th parallel of latitude, it became necessary to proceed to Beaver Harbor, on the northeast part of Vancouver's Island, in order to obtain a fresh supply of coals for the propeller Massachusetts. This vessel was transferred to the Naval service for the special purpose of accommodating the Commission and for conveying its members to the places connected with their prescribed duties. At that place an abundant supply of bituminous coal, of an excellent quality for steaming purposes, was readily procured, but as Beaver Harbor was reached via the Gulf of Georgia, and thus by what is termed the inside passage, and the north about route was the one pursued in returning, it seems that Vancouver's Island was completely circumnavigated, and that the party in question went as far north as 51½ deg.

Coal was found to exist in immense quantities all around and about Beaver harbour, and also on the seaward side of Vancouver, opposite that harbor, and on the main land obliquely opposite and further to the northward. The beautiful harbors of Victoria and Esquimalt, the former a settlement of the Hudson Bay Company, were visited by the Commission. Esquimalt is described as one of the very best anchorages that can be conceived of for ships of any draft or size whatever. Both these places, it must be remembered, are on Vancouver's Island, and lie along the Straits of Fuca. After accomplishing all that was required in the quarters mentioned, the Commission next directed its attention to that part of our coast running from the southern Cape of the Straits of Fuca to Columbia River, and then to that River itself, together with its tributaries. In the course of these examinations, we learn that a party was despatched to visit carefully a large and well sheltered harbour, known thereabouts as Shoalwater Bay, and having its entrance some thirty miles north of Cape Disappointment, or in the neighborhood of midway from that Cape to Gray's Harbour.

The prosecution of this service confirmed the fact that the waters of the harbour and those of the mouth of the Columbia, approach each other within a very short distance—a distance involving a portage at present almost practicable for wagons. A whaleboat was hauled over it by a dozen or so of Indians, without any great difficulty. It is thought that Shoalwater Bay is destined to become a point of material consequence in many respects. Its average length (that is of the Bay proper) is some twenty miles, and its breadth, some six or eight. The bar, too, at its entrance, is understood to present no serious obstacle to the admission of ships of the largest class, at all seasons of the year.

But one of the most remarkable features of this place is, that a ship may probably approach Baker's Bay or Cape Disappointment, via its entrance, within some six or eight miles. It abounds, however, with sand islands, but there are good channel ways between them, and the whole sheet of water is as placid as a summer's lake. On leaving the Columbia and coasting along to southward, the Commission touched off the Umpqua, and ascertained that its bar was practicable for commercial purposes, under certain circumstances. Indeed, an American schooner was, at the time, lying at anchor in the river, and had reached her position without difficulty. The lands of the Umpqua valley are described as being even more fertile than those of the Willamette, and the proximity of these valleys is a matter of singular importance. Upon the whole, we learn that the examinations of the Commission have proved highly interesting, and we are certainly happy to observe that our Government is already engaged in the preliminary steps towards fortifying our Pacific possessions, and availing itself of their admitted advantages for naval establishments.

NEW YORK, Oct. 18.

Two weeks later from California.—Arrival of the *Crescent City*.—The *Crescent City* arrived at 4 o'clock this morning, from Chagres. She brings dates from California to Sept. 15th, and 442 passengers.

The latter have one million dollars in gold dust, and the steamer has on freight \$22,500.

The Philadelphia arrived at Chagres on the 7th. The Tennessee arrived at Panama on the 4th, with 1,000,000 dollars on freight, 250 passengers, and the U. S. Mails.

She left San Francisco the 15th. The *Equador* left same day with 60 passengers. The *Isthmus* was to sail for San Francisco the 20th.

The Pacific News says:—Since the sailing of the last steamer, our city has passed through a financial crisis and excitement never before witnessed in our midst. One of the most extensive banking and trading houses here, has failed, followed by a suspension on the part of two other houses, and one private banker; the run on the remaining banking houses was great, but without any disastrous results. Checks were promptly paid with the exception of one house, which closed on the second day. Confidence seems now restored.

No cases of Cholera have occurred for the past two weeks at Chagres.—*By Telegraph to Boston*.

CALIFORNIA SCHOOL.—A San Francisco correspondent of the Journal gives the following account of the commencement of the public school system in California:

Nine months ago, a friend of your correspondent, then in San Francisco, wrote him that there were no schools in California, for there were no babies born here. But he could hardly say that with truth now, either of the schools or the babies. San Francisco has now not only a large and flourishing school, but room and material for more. The present quarter of the school, under the patronage of the city, numbers about 150 pupils, from four to sixteen years of age. Of this whole number, only two were born in California; the remainder dated their birth-places as follows: Scotland 4, England 5, Ireland 5, Germany 1, France 1, Chili 20, Peru 1, Australia 20, New Zealand 16, Sandwich Islands 3—making 75 born in foreign countries. Seventy-two are of American parentage, 12 Scotch, 21 English, 27 Irish, 4 French, 6 German, 4 Chilean, 1 Spanish, 1 Italian and 1 Peruvian. Look the world through, and your readers will not find a like spectacle—children of almost every parentage and tongue, mingling together in one body in pursuit of education, insensible to national prejudices or shades of color.

GOLD COINS.—The deterioration in our gold coins has caused considerable conversation of late in our Banking Institutions. It is ascertained that the coinage of only a few years' date is quite deficient in weight; so much so that most parcels of \$5,000, or less, fall short several dollars. According to the standard, Eagles, Half Eagles, &c. are a legal tender, at a certain specified weight; and if they do not weigh the requisite amount can they be received at the count? The difference in weight of a single piece is very trifling, but in the aggregate there is quite a deficiency.—This process of deterioration is going on from day to day, and the coins which at this time are of full weight will in a few months, perhaps, according to the wear, be designated as light coin. We understand the Banks in this city have decided to receive gold only at weight, which decision, we think, is according to law.—*N. Y. Paper*.

ROCHESTER UNIVERSITY, N. Y.—Our Baptist friends are making fine progress in endowing and starting their college at Rochester. We understand that the subscription has already reached \$130,000, which is much more than the sum required by the Regents to confirm the charter. They hope to raise \$50,000 in this city and surroundings; and the agents, Messrs. Galusha and Freeman, are encouraged by their success thus far. The subscriptions in the Pierrepont-street church, Dr. Welch's, Brooklyn, amount to nearly \$8,000. We understand that as soon as the mark set, of \$200,000 for the general endowment, shall be reached, some liberal friends in Western New York are ready to commence a subscription of \$50,000 for a library for the University. The Faculty are organized, and have commenced forming classes, both in theology and for the collegiate department. Hon. Ira Harris is the titular chancellor, until the way shall be clear to obtain some such man as Dr. Sears to be the working head of the institution. It certainly tells well for the denomination, if they succeed in one year in endowing Brown University with £125,000, Rochester with \$200,000, and Madison with \$60,000.

The theological term opens on the first Monday in November. Suitable premises are leased to afford all needed accommodations for lectures, recitation rooms, &c. The trustees do not contemplate providing lodging apartments, but will leave the students to find rooms in the town.—*N. Y. Independent*.

NEW ENGLAND POULTRY BREEDERS' ASSOCIATION.—This Society, which was organized last February, and whose members embrace the most famed fowl breeders in the New England States, holds its great annual exhibi-