

ONE WEEK LATER FROM EUROPE.

DENMARK, &c.—HAMBURG, August 4.—There is a report to-day, that the Hanoverian Government has decided on sending troops to the assistance of the army of the Duchies, and that a great number—as many as 2,000 are mentioned—are already on their way northward. The statement is exaggerated; but the Government is in some degree yielding to the pressure of popular agitation, on which the Duchies rely, and has already granted leave of absence to the private soldiers to an unusual extent. There is no intelligence of any interest from the seat of war. The armies retain their respective positions.

Our readers may wish to know the cause of this war. From a correspondent of the New York Commercial Advertiser we learn that the duchies of Holstein and Schleswig were once entirely independent of each other, the first being German and the second Danish. The King of Denmark acquired them at different times and under different titles; but never united them to his other possessions. He held them as the Emperor of Austria did the kingdom of Hungary, or as the King of England did Scotland just before the Union; the crowns of Denmark and the duchies were on the same head. For certain purposes of administration, Schleswig and Holstein were united, but the latter was only a component part of the Empire of Germany, and since 1815 of the Germanic Confederation. Nothing attached Schleswig to Germany, except its connection with Holstein.

Early in 1848 the Danish Ministry declared the incorporation of Schleswig with Denmark. This act was responded to by an appeal to arms in the Duchies. On the 24th of March, the German colors were hoisted—the Duchies declared themselves independent of Denmark, and nominated a provisory government, the seat of which was fixed at Rendsbourg. On the 29th, the King of Denmark sent troops against the insurgents, and the war was fairly begun. The German Confederation recognized the right of Holstein to a union with Schleswig, and supplied troops. The true cause of the war is, therefore, the destruction by the ultra national Danish party of the independence of Schleswig, and its incorporation by royal ordinance with Denmark.

The design of the King of Denmark is evidently to pursue towards the duchy of Schleswig the policy pursued by Austria towards Hungary, and to incorporate finally the duchy with the rest of his dominions. The intervention of Russia in his favor is the logical consequence of the intervention in Hungary. The two parties now in Europe are the party of governments and sovereigns and the party of the people.

FRANCE.—The *Evenement* says, that the idea of a camp at Versailles is likely to be abandoned, the Minister of War having declared so to several members of the Assembly.

The Committee of Parliamentary Initiative has recommended the rejection of the proposition for opening to the Minister of Finance a credit of 10,800,000*fr.* for the construction of Transatlantic steam-packets.

ITALY.—There is no certain reliance to be placed upon European patriots, so long as they retain their servile allegiance to the papacy, or are willing to follow the counsels of Jesuits, open or concealed. The *Genoa* correspondent of the London *Christian Times* writes, July 5, in regard to the famous Silvio Pellico, that he is now a thorough devotee, and is one of the contributors to purchase a crozier for the imprisoned Archbishop of Turin. He has a brother who is a Jesuit.

Those who have been acquainted with him since the Austrian fetters were loosened from his limbs, could no longer recognize the friend of Gonfalonieri, the Italian patriot, or the author of the *Francesca da Rimini*. During the two last eventful years, when his formerly beloved Italy was struggling for freedom and independence, both the voice and the pen of Silvio Fellicio remained at rest.

Mr. Ferretti, one of the Roman exiles, now in London, has issued an appeal to purchase a beautiful Italian bible, to be presented to Mazzini, as a token of respect for what he did to secure a free circulation of the scriptures in Rome.

All the time that he stood at the head of the Government in Rome, he not only permitted, but prompted, the spread of God's Word, and tried to place it in the hands of the people.—Not this alone. Mazzini nobly encouraged the preaching of the Gospel, and was speaking of a council for the reformation of the

Papal Church, when Rome was so unexpectedly and so unblushingly victimised by the sister republic of France.

CAPE OF GOOD HOPE papers to the 26th of May have arrived. The elections had latterly diverted the general attention of the settlers from ordinary pursuits, and the question of a representative system had again been raised. As it was now indisputably understood that no further attempt to introduce convicts would be made, the greatest harmony prevailed among all classes. The publication of a Government order rescinding the former order on this subject had finally dispelled the doubts previously entertained. There was no news of interest from the frontier. The Caffres without the prescribed boundary manifested an amicable disposition, and the reports of cattle robberies had sensibly diminished.

GOVERNMENT OF INDIA.—It is impossible much longer to separate the interests, the debts, or the responsibility of the India government from that of the home one. England is responsible for the maintenance of that empire, has spilt its best blood and treasure in it. England is responsible for the good or bad treatment of the millions of natives of Hindostan. It is not denied that the condition of these natives has rather deteriorated than improved under our rule. England cannot tolerate such a slur on its fame, such a burden on its conscience. Such a state of things must be remedied, must be changed. And the first duty of England is to *know*, from impartial witnesses, how things are.—*Daily News*.

OPENING OF THE WESLEYAN CONFERENCE.—The Wesleyan Conference assembled, according to appointment, yesterday morning, (being the last Wednesday in July,) in City-road chapel, London, the place of their father's sepulchre. A London Conference is always numerous; but the agitated state of the Connection has swelled the attendance on this occasion to an unprecedented number. At least six hundred ministers are supposed to be present.

The first business was, the filling up of seven vacancies in the Legal Hundred, occasioned by the death of three, and the superannuation of four members of that venerable body. Five were filled up according to seniority, the rest by special nomination. The two gentlemen whom the Conference delighted to honor are, the Rev. Charles Prest, who was nominated by Dr. Bunting, and the Rev. Samuel Waddy, whom Dr. Newton proposed. These two appointments may be regarded as strongly indicative of a temper hostile to concession.

In proceeding to the election of President, much solicitude was shown, on the part of the ruling powers, that the successful Candidate should be chosen by a unanimous vote; but, although Dr. Beecham had a majority in his favor, as many as 143 votes were given to Mr. Fowler, who is reproached with deserting from the Liberal party. Dr. Beecham is one of the Secretaries of the Wesleyan Missionary Society, and is author of a work in vindication of high Conference principles, and during the disputes of the past year, he seems to have abstained from taking any ostensible part. His election is, however, a decided demonstration of the feelings of his brethren, only two of whom appear to have voted for Dr. Beaumont, one of the recognised advocates of Reform.—Dr. Hannah was re-elected Secretary by a number of votes, more than double the aggregate given to Dr. Newton and Mr. Fowler, the other candidates. These elections are determined by ballot.

The first vote taken by the Conference was the adoption of a congratulatory Address to the Queen on the birth of a Prince; to which the whole Conference signified assent by standing up.

The Conference then proceeded to the usual inquiry respecting the ministers to be received into full connexion and on trial; which occupied the evening sitting.

The Wesleyan journals are filled with long reports of the proceedings of the Connexional Committees, in all of which the dominant party appear to be strong and confident. As the results arrived at will come up in the course of the proceedings of the Conference, we shall probably report them in their proper place.

It has been rumoured that Dr. Dixon intends to move the opening of the Conference to the Press and the public; but we think it doubtful whether he will deem it expedient to urge such a proposal to a division in the present temper of his brethren.—*London Patriot*.

A BOAT, A CLOAK, AN UMBRELLA, AND A WALKING-STICK.—At a recent meeting of the Humane Society, Mr. Oliveira called the attention of the Society to a new boat, invented by Lieutenant Halkett, R.N. It was so constructed that it served the purpose of a cloak when not inflated, or it might be carried in a small parcel weighing only seven pounds and a half. It could be inflated in three minutes and a half, and would support six or eight persons. In some recent experiments tried it had been found impossible to sink or overturn it, although filled with water and holding six persons. A paddle, capable of being used as a walking-stick, could be used in propelling it; or a small portable sail, which would also serve the purpose of an umbrella.

GREAT RAILWAY MEETING.

On Thursday last, at 3 P. M., a Public Meeting took place at the Court House in this City, pursuant to notice from the High Sheriff, to receive the Report of the Delegates to the late Railway Convention at Portland, and to take action thereupon. Before the hour of meeting, the Court Room was filled in every part, and when the hour arrived, it was densely crowded. His Honor Judge STREET was present, as also the leading merchants, citizens, and gentlemen of influence and standing in this community; we have seldom seen a meeting which exhibited a greater display of the wealth, the intelligence, and the business talent of our city.

The meeting was called to order by the High Sheriff, who read the requisition made to him for calling it; after which, the Hon. JOHN ROBERTSON was unanimously nominated Chairman, and W. R. M. BURTIS and T. ANGLIN, Esquires, were requested to act as Secretaries to the meeting.

The Hon. L. A. WILMOT, Attorney General, rose and said, that at the Portland Convention, he had had the honor of acting as Chairman to the New-Brunswick Delegates, and he would address some observations to the meeting, after the resolutions passed at that Convention had been read.

M. H. PERLEY, Esq. said, that as Secretary to the New-Brunswick Delegates, and also as Secretary to the business Committee of the Convention, it was his duty to make a formal report of the proceedings. Mr. Perley then stated, that on the assembling of the various Delegations at Portland, on the morning of the 31st July, it was found that twenty-eight Delegates were present from New-Brunswick. These Delegates met together before the opening of the Convention, and elected the Honorable the Attorney General as their Chairman, and himself as their Secretary; they then passed an important resolution, as follows:—

“Resolved, as the unanimous opinion of the Delegation from New-Brunswick, that the Great Railway should proceed through that Province from the frontier of the United States around the head of the Bay of Fundy, to the Eastern coast of Nova Scotia, thus forming one uninterrupted line of Railway communication by land.”

As the delegation consisted of gentlemen from Westmorland, King's, St. John, Fredericton, St. Andrews, and St. Stephen, the passage of this resolution, to which all steadily adhered, afterwards had on important effect upon the question of a communication across the Bay of Fundy. Mr. Perley then read the resolutions passed at the Convention, as already published.

The Hon. Attorney General then said, that the resolutions which had been just read, conveyed to the meeting the substance of the proceedings at the Convention, which had been one of the most delightful, and most gratifying meetings, he had ever attended. The Provincial delegations had been received with the greatest attention, and most profound respect, by the citizens of Portland, and the other citizens of the United States, there assembled; the flags of England and America, waved side by side, over the City Hall, in which the Convention assembled; and he wished to state what he had not publicly remarked upon in Portland, but would now mention, that on each side the President's chair, these flags were also placed, the post of honor, at the President's right, being assigned to the good old Union Jack of England—and this mark of high, and honorable, and generous feeling, was duly appreciated by every British subject there present.

M. H. PERLEY, Esq., rose and said, that it was his duty, as Secretary to the Delegation, to second the resolution of his honorable and learned friend, the Attorney-General. He felt great pleasure in doing so, because he fully concurred in the statements made by the Attorney-General, with respect to the importance of the proceedings at the Convention, as also with regard to the exceeding kindness, hospitality and unremitting attentions and civilities of the people of Portland, who deserved the greatest honor, for the admirable manner in which they had acquitted themselves, in every particular.

With regard to the Railway, Mr. Perley said, it would, no doubt, be gratifying to know, in what “The European and North American Railway” consisted. He begged, therefore, to state, that the contemplated line of Railway was one which would commence at the Eastern coast of Nova Scotia, say at Halifax, and proceed thence by land, around the head of the Bay of Fundy, to St. John: from St. John to the frontier of the United States, at Calais, and thence to the Valley of the Penobscot, at Bangor. Up to Waterville, in the Valley of the Kennebec, an uninterrupted line of railway was completed, and in actual operation, from New York, a distance of 410 miles; from Waterville to Bangor

(43 miles) the line was surveyed, located, and about to be constructed, or in course of actual construction, under a charter. The distances from Halifax to Bangor were thus stated by Mr. Perley:—
From Halifax to the boundary of Nova Scotia, near Baie Verte (surveyed) 124
From thence, to the harbour of Shediac, (surveyed) 26
From Shediac, to St. John. (Wilkinson's survey) 108

From Halifax to St. John, 258
St. John to Calais, under survey, estimated 76
From Halifax to the frontier of the United States, 334

(Of this distance, 124 miles is in Nova Scotia, and 210 in New Brunswick.)
From Calais to Bangor, in a direct line, is 90 miles, but the railway route is estimated at, 112

Whole length of the European and North American Railway, 446

Mr. Perley next entered into a comparison of the routes from Halifax to Montreal, by the Halifax and Quebec Railway, and by the European and North American Railway line, which he stated thus:—

From Halifax to Bangor, 446 miles.
Thence to North Yarmouth, 98 “
North Yarmouth to Montreal, 249 “

Total, 793 miles.

From Halifax to Quebec by Bay of Chaleur, 635
Quebec to Montreal, 193

Difference in favour of the lower route, 35 miles.

Having thus stated the extent of the proposed line, Mr. Perley said, he would next say a few words as to its probable cost, and the expected returns. On these points, he availed himself of the very able reports of A. C. Morton, Esq., the Engineer-in-Chief of the Portland and Montreal Railway. In a report which had been published last year, Mr. Morton furnished some most valuable statements with reference to the railways of Massachusetts. It was therein set forth, that the aggregate length of the thirteen principal lines of railway in Massachusetts, in 1847, was 581 miles; that these lines had cost £7,721,423 currency; that their total income, for 1847, was £1,295,476 currency; and that the expense of maintaining and running these railways, was £661,317, or about fifty per. cent on their receipts. There were transported, in 1847, over these roads, 5,336,988 passengers, and 1,724,888 tons of merchandise. The number of inhabitants in Massachusetts, and the counties of other States, through which these roads pass, is about one million; and it therefore appeared, that the number of passengers, on these roads, was over five times the population of the country in which they were located; and, that the amount of merchandise transported, was about 1½ tons to each inhabitant. This large amount of travel and tonnage, as compared with the population, was extraordinary; but Mr. Morton said, it must be attributed to the effects of railways, in stimulating every branch of industry, and promoting greater intercourse among the masses of the people. Owing to the different condition of New Brunswick, and its state of improvement, and the different character and pursuits of its inhabitants, whose industry and locomotion had not yet been affected by railway influence, Mr. Perley said, it would be a safe estimate to assume, (as Mr. Morton did in Lower Canada,) that the number of passengers on the railway, would only be equal to the actual population; and, that the amount of freight would be only half-a-ton to each inhabitant, instead of 1½ tons, as in Massachusetts.

Mr. Perley then proceeded to state, that the population, in 1848, of Westmorland and Albert counties, was 23,581; of King's, 19,285; of St. John, 43,942; total, 86,808 souls—but he would assume, that in 1850, these counties contained, at least, 90,000 souls. The county of Charlotte, in 1848, contained 24,237 inhabitants; and he would assume, that this county, with those parts of Queen's, Sunbury, and York, through which the railway would pass, contained at present, at the lowest calculation, 30,000 souls. The whole length of the proposed railway across New Brunswick, as he had already stated, was 210 miles; and the population along that line, and in its immediate vicinity, was 120,000 souls. He would therefore offer the following estimates:

Cost.
210 miles of Railway, at \$30,000 per mile is \$6,300,000
Interest on this sum at 6 per cent. \$378,000

TRAFFIC.
120,000 passengers at 3 cents per mile, or \$6.30 for each passenger, \$756,000
60,000 tons of freight at 3 cents, \$378,000
\$1,134,000

Off, 50 per cent for expenses and maintenance, 567,000

Net Income, \$567,000
Deduct Interest on cost, as above, \$378,000

Clear profit per annum \$189,000

It would be noticed, Mr. Perley said, that the estimate he offered, as to the probable profit of the line, was based solely upon its local traffic; that nothing was taken into account for the transportation of the mails, for which service the United