

SEVEN DAYS LATER FROM EUROPE.

The steamship *Europa* arrived at Halifax on Tuesday morning, about 9 o'clock, with 92 passengers, 25 of whom landed at Halifax. She left Liverpool on the 14th inst., and experienced strong head winds.

The Cotton market had slightly advanced; sales of the week 46,810 bales. The market for Breadstuffs was more active. Flour had advanced 1s. per barrel, and Indian Corn 6d. per quarter.

Trade in the manufacturing districts continued to improve.

Freights were dull and vessels plenty.

TIMBER MARKET.—The demand for Logs continues limited, dealers acting with caution, and only purchasing for present wants. A large stock of Quebec and St. John Yellow Pine on hand, which merchants will be anxious to work off, so that the prospects for importations this year do not at present look very satisfactory.—The low price of Baltic wood will contribute to some extent in damaging the market for Colonial. Spruce Deals are in request, and sell readily, to arrive, at the current rates.

PARLIAMENTARY.—The Army and Navy estimates have been voted by Parliament, including £300,000 for the expenses of the Kaffir war.—The latter vote was opposed by Mr. Hume and others, on the ground that the Colonies should furnish the money for their own protection.—Mr. Anstey's motion respecting the State prisoners at Van Dieman's Land had been withdrawn. A new measure for Chancery Reform had been introduced. Doubts appear to be entertained whether Government will proceed with the Ecclesiastical Titles Bill.

A new league is being formed for a reform in the monetary and currency laws, based upon the free banking system of New York. It has met with great favor in London and Liverpool.

Lord Packenham, British minister to Portugal, sailed from Southampton June 9th, in the Royal Mail Steamer *Severn*.

It is said that R. M. Kelly, the member for Leith, is to go to Florence to fill the place vacant by Mr. Shiel's death.

A Demerara house in Liverpool had suspended payment, as had also the Messrs. Finch, iron merchants, whose liabilities are said to be £180,000.

Ninety Hungarian refugees have arrived at Southampton from Constantinople. The British Government intended to defray their expenses to New York.

In Ireland great efforts are making to open the Dublin and Galway Railway by August 1st. The engineer had pledged himself that it should be completed by that time, when it was expected that the first train would be filled by American citizens.

The agitation against the penal measure of Lord John Russell has subsided.

The crops promise a fine harvest both in England and Ireland.

Richard Lalor Shiel, British Minister at Florence, died suddenly on the 26th of May. The death of the Earl of Shaftsbury is also announced.

The steamship *Great Britain* is being put in thorough repair, and will, it is said, commence to run between Liverpool and New York next September. She is to be commanded by Captain Mathews, formerly of the *Great Western*.

The success of the World's Fair in London still continued to be the great theme of conversation. On the 2d June, nearly £1,800 was taken at the doors, and the *London Times* states that on the 3d instant, the number of people who visited the Exhibition was officially returned at 53,371, the amount taken at 1s. a head, and by the sale of season tickets, being £2,115 2s. sterling.

The illuminations on Saturday night, May 31, in honor of her Majesty's birthday, were more than usually brilliant, and more houses than on previous anniversaries of the same event were decorated with devices and letters in variegated lamps and gas. The club houses at the west end of the town presented a blaze of light.

FRANCE.—The preliminary discussion on the revision of the constitution had been opened in the committee of the Assembly. Several leading members took part, and the result was far less favorable to the proposed revision than has been generally anticipated. The Bonapartists were not able to carry a member of the committee. The result is attributed chiefly to the President's late speech at Dijon. Of the fifteen members of the committee, nine are in favour of the proposal and six against it, the former having been elected by 311 votes and the latter by 273. The majority required by the law is three-fourths. The majority of speeches in the bureaux amounted to a de-

claration that the several parties do not deny the propriety of the demand for revision, but if the term revision implied an extension of power in Louis Napoleon, that was a point not to be conceded.

Lamartine's speech in favor of the revision, subject to the decision of the nation, taken by universal suffrage, is said to have been a great effort.

The President meditates another journey to the Provinces.

Trade in Paris is brisk and exchanges easy. In Rouen, however, manufactures are depressed.

The advices from France are of some interest, and are principally occupied with details of the visit of the President of the republic to Dijon to inaugurate the opening of the connecting section of the Paris and Lyons railway. It is admitted by all parties that the popularity of Louis Napoleon is on the increase. At every place through which he passed, he was received with the greatest enthusiasm, and at Dijon the whole population turned out to greet him.

PORTUGAL.—Gen. Saldanha is said to be growing very unpopular with the army. He has as yet proposed no measure for his government. A French fleet had entered the Tagus.

SPAIN.—A new levy of 25,000 men was about to be made to enable the government to interfere in the affairs of Portugal. Three Portuguese officers had applied to the Spanish captain general of Badajoz for aid to put down the government at Lisbon. The captain had applied to government for instructions.

THE PAPAL STATES.—A letter from Rome of the 19th, in the *Vero Amico* of Bologna, states that his Holiness has named an extraordinary congregation, composed of six cardinals, for the purpose of inquiring into the moral state of convents, and proposing remedies for the abuses that have crept into these establishments.

GERMANY.—Most, if not all the institutions which existed before the revolution, are now re-established. Several of the minor diets had been convened.

A serious collision had occurred at Hamburg between the sailors in port and the Austrian troops in garrison; six had been killed and a great number wounded.

TURKEY.—The Russian troops had evacuated the Danubian provinces.

HUMAN SACRIFICES.—The day of human sacrifices is not yet ended. During a six weeks' stay of Mr. Bercroft, a British Consul, in Ahomay, the capital of the kingdom of Dahomey, forty-two persons were killed as sacrifices, "to water the graves of the dead." So numerous are such sacrifices there, that the place is characterized as "the Golgotha of skulls."

CLERGYMEN AT A FANCY BALL.—The *London Record*, a Church of England paper, says:—"No less than twelve clergymen were present at the Fancy Dress Ball which took place in Bath, on Easter Monday!"

A Diocesan Synod has been called by the Bishop of Exeter, to be held on the 25th of this month. Against this, a numerous body of the Established clergy has protested. The protest, says the *Christian Times*, "will not fail to be read with infinite satisfaction by the great body of the laity, who have lately had so many weighty causes of distrust in the retrograde tendencies of some of the rulers of the church." The Bishop has issued a programme of 18 "matters to be considered" at the Synod.

The Foreign Aid Society, at its recent anniversary meeting in London, reports that the principles of the Reformation have made unusual progress during the last year among the professing Roman Catholic populations of France and Italy. In Portugal, the converts from Popery remain steadfast. The Evangelical Society of Geneva, the oldest association in union with the Foreign Aid Society, now 25 years old, has circulated during that period, in the south-eastern provinces of France, 180,000 copies of the Scriptures, and 810,939 religious tracts and pamphlets. The theological school at Geneva, with its preparatory classes, contains 44 students. The Society has 22 stations for evangelization, and 33 agents, ministers, and evangelists, who, with the aid of masters of 13 elementary schools, maintain regular preaching or exposition in about 60 different localities.

EXEMPTION OF THE JEWS.—Pius IX. has abolished the odious act of homage performed heretofore by the Jews before the municipality of Rome, which finished up with a contemptuous kick by one of the Senate, which is certainly much to the credit of the Pontiff.

KOSSUTH'S PROTEST.

ADDRESSED TO THE SUBLIME PORTE.

The noble-minded Kossuth, from his lonely prison, has addressed a strong and effective protest to the Turkish government against the further detention of himself and his few associates. We give portions of it to our readers as a tribute due to unrequited worth, and to the claims of our common humanity:

"The undersigned, late Governor of Hungary, is by his prolonged detention, reduced to despair of either justice or generosity.

To-day is the anniversary of our arrival at Kutahja! Kutahja! the tomb where the Sublime Porte has buried us alive, whilst speaking to us of hospitality.

Pursued by misfortune, we stopped before the threshold of the Mussulman, and asked from him, in the name of God, in the name of humanity, in the name of his religion, a hospitable asylum, or a free passage. The Turkish government had entire liberty to receive us or not.

The Sublime Porte deigned to open to us its sheltering tent; it entreated us to cross the threshold, and swore by its God and its faith, that it would grant us hospitality and a safe asylum. We trusted ourselves to the honor of the Turks. We eat of their bread and their salt; we repose under their roof. We prayed to God to bless them, and we offered them our courage, our experience matured by vicissitudes, and our everlasting gratitude. And Hungarians keep their word.

Look at Bosnia, where Mussulmen, subjects of the Sublime Porte, are revolted against it. A handful of Hungarian soldiers are in the ranks of its army—it is but a handful, for the Porte would not accept more.—Well! who are first upon the breach? who are the first in the charge? who are they who never retreat, who advance, in the midst of fire and grape shot, bayonet in hand, to victory? They are this handful of exiles. They die for Turkey; the Hungarian keeps his word.

They offered us hospitality, and they gave us a prison; they swore to us that we should meet with an asylum, and we have found banishment. God will judge; and God is just.

We have suffered; but for the sake of not causing embarrassment, we have been silent. They begged us to have confidence. We have shown it. They begged us to wait. We have waited long.

They said to us, it is only until Austria shall succeed in re-establishing that which the despots call order (the order of oppression,) that which they call tranquility, (the tranquility of the tomb.)

Well, she has re-established this order, this tranquility, by her executioners. She has re-established it so far as to dare to provoke Prussia to war; so far as to dare, trusting to the support of her master, the Czar, to encroach upon the nations of Europe, to extend her forces from the Baltic to Rome; so far as to threaten Piedmont and Switzerland; so far as to bribe the border provinces of Turkey to revolt—she has re-established this tranquility, she has even announced its re-establishment to the Sublime Porte; and we are still prisoners.

They begged us to wait one year, reckoning from the day on which we first placed our feet upon Ottoman soil. We waited.

Afterwards we were told to reckon the year from the day when the sentence for our transportation into the interior was decreed. Again we waited patiently. At length they seemed to revolt at being any longer the jailors of Austria, and they permitted us to hope that on the anniversary of our arrival at Kutahja, our liberty would be restored to us.

Well, this anniversary has arrived. Behold the consolation which the anniversary of our detention has brought to us!

I most solemnly protest against this act. I appeal from it to the eternal justice of God, and to the judgment of all humanity.

As for myself and my companions in misfortune, I feel bound to declare before God and humanity, that we are reduced to that pitch of despair at which men take council only of their honor, regardless of the consequences or of the scandal of collisions which may be provoked, determined to die rather than to submit to a prolongation of their sufferings.

LOUIS KOSSUTH.

Kutahja, April 13, 1851.

BOSTON LINE OF STEAM SHIPS.

The steamship *S. S. Lewis*, the first of the proposed line of steamers between this port and Liverpool, was launched, says the *Boston Journal* of Friday, at Philadelphia yesterday. The keels of the other vessels to compose this

line, will soon be laid. They are all to be constructed after the Propeller model, with Loper's latest improvement, and to be finished in the most elegant and substantial manner, for the accommodation of one hundred and fifty cabin passengers, and four hundred and fifty emigrants each. They will be square rigged, and provided with double engines of one third more power, in proportion to their size, than any steam vessel now afloat.

This company, whose corporate name is the "Ocean Steamship Company of New England," has a capital of \$1,800,000. Its charter does not restrict it to any one line of ocean travel, but leaves it free to engage in any trade which it chooses. We learn that the company at the present have in contemplation the establishment of another line of steamships to run between this city and New Orleans, in connection with the line from Liverpool. This matter is not definitely decided upon as yet, but it is looked upon with favor by the company.

The *New York Evening Post*, in speaking of the vessels to compose the Liverpool line, says:

Each of these Boston vessels will have double the capacity for freight, and equal capacity for passengers, with any of the Collins line of steamers. The cost of the whole four will amount to the exact cost of each one of the Collins line, \$600,000, and altogether will burn no more coal than any one of those New York boats.

It is also confidently anticipated by the company, that the Boston vessels will make the voyage to Liverpool as rapidly as any vessels afloat at the time they are respectively launched.

The enterprising house of Harnden & Co., of Boston and Liverpool, are to be the sole agents of the Liverpool line, and are, we believe, among its largest holders."

OCEAN STEAM NAVIGATION.—The years 1850 and 1851 will form an important era in the history of ocean steam navigation in the United States. Beginning with the launch of the *Washington* in 1847, a fleet of not less than seventy sea-going steamers has been created, averaging something more than 1000 tons each, and forming an aggregate of about 75,000 tons. (This does not include those in the naval service.) Near a dozen more will be added in the course of the present season, six of which, the *Pioneer* and *City* of Pittsburgh, for the Liverpool trade,—the *Gordon* and *Calhoun*, owned in Savannah, to run on the Southern coast,—and two others, for Howland & Aspinwall's Pacific line,—are nearly ready for sea.

Of the steamers employed on the Atlantic, 9 are running between the United States and foreign ports; 10 between New York and Chagres; 13 between domestic ports on the Atlantic coast, or on the Gulf of Mexico; 1 between New Orleans and Vera Cruz; and 1 between Charleston and Havana. Total, 34.

On the Pacific, 13 are running between San Francisco and Panama, exclusive of the *Sarah Sands*, (foreign built;) 4 between San Francisco and Oregon; 4 between San Francisco, Gold Bluff and Trinity Bay, and 4 on the Sacramento River. Ten others are either at or on their way to San Francisco, and 1 is at New Orleans. Total, 36.

For speed, strength, and elegance of model and finish, some of these steamers are unsurpassed in the wide world. The outward passage of the Pacific, to Liverpool, in 9 days, 19 hours and 25 minutes, and her homeward trip in 9 days 20 hours and 15 minutes, have never been equalled, notwithstanding the gallant achievements of the Asia, of the Cunard line. Seven-eighths of the American sea-going steamers are the result of private enterprise, without the aid of government.—*N. Y. Jour. of Com.*

RAILROADS IN MAINE.—By Mr. Morton's late able report it appears that there are now in operation in the State of Maine 252 miles of railway, which cost \$7,129,692. Of this sum \$1,250,000 were expended upon the Portland, Saco and Portsmouth road—but even with this deduction the amount expended averages about a million a year since the railroad awakened in 1845. The *Portland Argus* published recently a table of twenty-two roads within the State, built and under charter, which will have cost, when completed, about eighteen millions of dollars.—About eleven millions are said to be needed to complete them.

SAD RESULT OF INDULGING AN ANGRY SPIRIT.—A few days since some school girls in Winchester, Preble Co., Ohio, got into a quarrel about a swing, when one of them struck