

GENERAL INTELLIGENCE.

The following is all that has yet transpired of the result of Mr. Howe's agency in behalf of the Rail Road.

RAILWAY DESPATCHES.

5, Sloane Street, London,
November 25, 1850.

SIR,—I have the honour to acquaint you, for the information of the Lieutenant Governor, that I arrived in London on the 11th November, and on the following day enclosed my credentials to the Right Honorable the Secretary of State for the Colonies, and requested to be honoured with an interview, at his Lordship's convenience.

A note from Earl Gray's Private Secretary, was received in the evening, expressing his Lordship's regret that a variety of pressing engagements would prevent him from seeing me before the 18th November.

On that day I waited upon his Lordship, who received me with great cordiality, and did me the honour to discuss with me not only the peculiar objects of my mission, but the condition and prospects of Nova Scotia generally.

As this interview was necessarily preliminary, I did not feel myself at liberty to take any notes of what passed, nor, for fear of errors, does it appear to me proper to refer to it at large in this communication.

Having received his Lordship's instructions to condense into a public letter, the facts and arguments upon which the Provincial Government base their application to Her Majesty's Ministers for a guarantee of the loan required to build a Railroad across Nova Scotia, I have spent some days in preparing that paper, which I hope to be enabled to enclose to his Lordship to-morrow.

I have the honour to be, Sir,

Your very obedient servant,

JOSEPH HOWE.

William H. Keating, Esq.,

Deputy Secretary, Nova Scotia.

5, Sloane Street, London,
December 19, 1850.

SIR,—I have the honour to acquaint you, for the information of the Lieutenant Governor, that, on the 26th November I handed to the Right Hon. the Secretary of State for the Colonies, in the form of an Official Letter addressed to his Lordship, a full statement of the arguments on which Nova Scotia rests her application for the guarantee of the Imperial Government.

As this application necessarily raises questions of general Colonial policy, to meet which Her Majesty's Ministers must be prepared should they desire to apply to Parliament for a loan or a guarantee. I have since availed myself of the gracious reception which Earl Grey was pleased to give to my public letter, and of the opportunities which he afforded me by affording, to anticipate and meet by such explanations as I am enabled to.

A very important branch of the general subject, that which touches Emigration and Colonization, remains still to be considered. To this I shall address myself as soon as I can examine the various schemes which have been from time to time, pressed upon the attention of Her Majesty's Government, with the Official Reports and Papers laid before Parliament.

For the present I do not feel that I am in a position to ask, of Her Majesty's Government, a final decision upon the single point in which the people of Nova Scotia feel so lively interest—nor does it appear to me proper that I should send out more than this general reference to the state of the negotiation until it has been finally closed.

I have the honour to be, Sir,

Your obedient servant,

JOSEPH HOWE.

William H. Keating, Esq.,
Deputy Secretary.

SEIZURE OF THE ROYAL MAIL STEAMSHIP NIAGARA AT BOSTON.—Mr. Greely, the Collector of Boston, has seized the British steamer Niagara for a violation of the United States revenue laws. It appears, says the *Courier*, that certain parties, probably without the knowledge of the officers of the steamer, were detected on Monday night in the act of smuggling goods from the vessel to the shore, which goods have been recovered, and were removed to the U. S. store house on Thursday. The goods consisted of satins, laces, silks and other articles, to the estimated value of between

\$3000 and \$5000, and of course are forfeited, according to the provisions of law. None of the officers of the steamer are implicated in this smuggling operation.

The officers afterwards proceeded to search the steamer, and discovered five bags filled with goods of a similar description stowed away in the coal house. The value of the goods thus seized is about \$12,000. They were packed in dirty-looking canvass bags, and the operators in this proceeding are understood to be German Jews. The *Daily Mail* thus speaks of the seizure:—

It has been known for a long time that smuggling to a greater or less extent from the Cunard steamers, while lying at their wharf in East Boston, has been carried on. The facilities for doing this by water are so great that recently a more vigilant watch has been kept by the officers of the U. S. Revenue Department; but no seizures except for a trivial amount have taken place till the recent one, and it is doubtful whether the present dereliction will result in the permanent detention of the Steamer. Information has been filed by the Collector at the office of George Lunt, Esq., the U. S. District Attorney, but no libel has yet been filed against the vessel. The examination of the ship by the eighteen Custom House officers resulted in the discovery of nothing of any great magnitude, except what was found in the berth of the Stewardess. After the examination, which occupied the officers the whole of Thursday, at night they were invited by the officers of the steamer to partake of a sumptuous entertainment on board. Capt Leitch was at his hotel (the Albion) at the time of the seizure, and being sent for came immediately on board and offered the officers of the Revenue every facility to prosecute their search. The goods taken possession of are now being appraised by the U. S. Appraisers.—*New Brunswick.*

PROSPERITY AND PROGRESS OF BAPTIST CHURCHES IN THE UNITED STATES.—We clip the following interesting and encouraging extract from the "Record," the Quarterly Paper of the American Baptist Publication Society.

Our growth in numbers is by no means all for which to thank God. It has been equally great in education, wealth, liberality, and benevolent enterprise. Millions of dollars have been expended within ten years past, in new and better houses of worship; more than a million in Home and Foreign Missions; more than a quarter of a million in Bibles; almost a million on Colleges and other seminaries of learning. What millions more remain yet unoccupied for Christ! We have now twenty Colleges and nine or ten Theological Institutions sustained by our churches. Our ministry is not only better educated, but better supported; although in this last respect the law of Christ is not yet fulfilled universally, that "they who preach the gospel should live of the gospel." Nearly forty Baptist periodicals circulate intelligence among us. We furnish a good proportion of the ablest authorship of the country, in various other forms. Some of our publishing houses stand in the first rank. And besides these, we have the American Baptist Publication Society, &c.

GREAT BRITAIN IN CENTRAL AMERICA.—The following dispatch shows that Great Britain is fulfilling the Clayton Treaty. We take it from the *Courier and Enquirer*:

WASHINGTON, Tuesday, Jan. 7.

Official intelligence was received here to-day, that the British Government had authoritatively directed its agents to suspend the collection of duties at San Juan or Graytown, in Nicaragua. This proceeding, taken in connection with other information, warrants the belief that Great Britain means to fulfill the Clayton Treaty, and to renounce all causes of complaint on our part. It is very probable that San Juan will be restored to Nicaragua in good time. VERITAS.

THE EUROPEAN AND NORTH AMERICAN RAILWAY.—The Bangor Whig says of the bill which Mr. Goodenow has introduced into the House of Representatives for the granting of certain United States lands to Maine, to aid her in constructing the above named Railway,—"The object for which this grant is asked, is as nearly national in its character as any local road can be, since every State in the Union and the General Government, will be greatly benefitted by its construction. It is a road in which the people of not only all parts of our own country, but of the world, have an interest. We trust that the committee to whom

the bill is referred, will take a large and patriotic view of the subject, and that Congress will act with all that liberality which the importance and necessities of the case imperatively demand."—*Ibid.*

DESTRUCTION OF THE EASTERN RAILROAD BOAT BY FIRE.—A little before eleven o'clock last night, the ferry boat of the Eastern Railroad Company, lying at the wharf at East Boston, was discovered to be on fire near the flues of the engine. The alarm was given, and the engines of that part of the city were promptly on the spot. It was thought best to haul the boat outside of the slip, in order to scuttle her, but the impetus given to the flames by this operation was so great, that before she sank all but the lower part of the hull was nearly destroyed. The cause of the fire is unknown. A fire was continued in the boat during Sunday, to keep the machinery in working order, and it is supposed the wood work of the boat caught from this fire. About \$17,000 had been lately laid out in repairs on the boat. Its total cost was upwards of \$30,000 upon which there is no insurance. It was one of the most splendid ferry boats in the country; and its loss will be specially deplored at this season of the year.

Until a new boat can be obtained, one of the ferry boats of the East Boston Ferry Company will be used.

We are informed that workmen were employed upon the machinery of the boat most of the Sabbath, to put it in working order for the next day.—*Boston Traveller.*

CALIFORNIA DOCTORS.—A letter communicated to the New York Tribune, written by a young man in California, speaks thus of California physicians. Of course there must be some honorable exceptions:

"I mentioned in my last that my sickness would probably spoil the best part of \$1000. Since then the doctor has handed me his bill, which is \$1200 for four weeks' attendance! Is not this discouraging? Mine is not the only instance of an exorbitant doctor's bill, and must not by any means be regarded as an exception. There are many, very many, where this will bear no comparison. Many a poor fellow has worked and toiled for months, and then been stripped of every dollar, for a few days attendance, by these unprincipled blood-suckers. The liability of getting sick, and the certainty of these outrageously exorbitant doctor's bill, have driven more people out of the country than all other causes combined."

TEMPERANCE STATISTICS IN LONDON.—The following curious statement shows the gratifying fact that while, during the last ten years, the consumption of intoxicating liquors has diminished, that of liquors not intoxicating had more than proportionably increased:

	Consumption, 1839	Consumption, 1849.
Malt, bushel	39,930,000	38,935,000
Tea, lb.	35,127,000	20,035,000
Coffee, lbs	26,789,000	31,488,000
Cocoa, lbs	1,606,000	3,238,000
Spirits, gall.	29,216,000	28,231,000
Wine	7,000,000	6,247,000

SUCCESSOR TO PROFESSOR WEBSTER.—J. Parsons Cooke, Jr., of this city, has been appointed Erving Professor of Chemistry and Mineralogy in Harvard University, and lecturer on Chemistry in the Medical College. He presents a rare instance of precocity in that science. At the age of twenty-three, he had acquired a standing among the first Chemists of the age. At the age of twelve years, he had made such progress in it, that he required a laboratory to be fitted up at home, for his use, in which he spent most of his time not devoted to his regular course of study from that time till the age of twenty. His zeal in the pursuit of that science, and his saving of time which many other young men devote to hurtful amusements, has, in so short time, raised him to so rare an eminence.—*Puritan Recorder.*

MAZZINI lately visited Paris. The *Independence* of Brussels says that he came disguised as a sailor, was received in the house of a military notability, and had conferences with several others. His presence was required relative to the loan employed to promote the success of the democratic cause in Prussia. His loan, it seems, is going on favourably; 70 or 80 French representatives, says the *Independence*, have each contributed 80 fr.—"The treasury of universal democracy," adds that journal, "possesses at present several hundred thousand francs, but they are not deposited at the Bank of France, though close to it."

NEW YORK, Jan. 2.—The U. S. Cutter Morris, is to leave this city to-day on a cruise, with provisions and everything necessary for supplying vessels on the coast in distress. A number of which must be hovering about in a crippled condition.

NEW YORK, Jan. 5.—Six Liverpool packets arrived today, bringing about 4000 passengers.

There are in the United States eighty-one women holding the office of postmaster, thirty-one of whom are in Pennsylvania. Some of these are important offices.

In scarcely more than a month seven large steamers have been launched at this port. There are near twenty steamers either on the stocks or receiving their machinery, whose aggregate tonnage is about 32,000 tons.—*New York paper.*

ECONOMY IN THE AMERICAN LINERS.—A passenger who lately voyaged to New York in the American liner Ocean Queen, writes as follows:—"The vessel I came out in, the Ocean Queen, 1200 tons, Captain Griswold, was admirably worked by 22 able seamen. All their heavy work is performed by means of small mechanical contrivances. An English merchant vessel of the same size would require at least 50 men."

The United States do not seem to be fruitful fields for Episcopacy. After a long existence there it occupies only a fifth or sixth rate position. To thrive it seems invariably to require government patronage. Left to itself in the Union, the Protestant Episcopal Church contains only 29 dioceses; 32 bishops; and 1,557 priests and deacons. The whole number of their clergy in the United States is 1,589; communicants, 87,794.

MILITARY—STRENGTH AND DISTRIBUTION OF THE BRITISH ARMY.—Viz: For Great Britain, 37,843; for Ireland, 24,005; Europe and Mediterranean, 7,915; Asia, 30,467; Africa, 3,703; America, New South Wales, New Zealand, Van Dieman's Land, Mauritius, Bermuda, and West Indies, 19,835; total, 123,678. According to the United Service Gazette, this total of 123,768 men, includes the cavalry, infantry, artillery, engineers and sappers and miners. Besides the above, there are in the United Kingdom 30,000 enrolled pensioners, 8,000 dockyard men, 13,441 yeomanry, and 4,700 militia (Channel Islands).

The present strength of the army in Ireland is 25,100 men.

The United Service Gazette states, "It is now decided that none of the regiments under orders for foreign service shall embark until next January."

Major Gen. Aitchison, commanding the Mysore division of the Indian army, has issued the following order:—"Bangalore, Sept. 15, 1850. Major General Aitchison directs that in all corps immediate steps are to be taken for the instruction of all officers in the mechanism and construction of firearms: and that such is to be hereafter particularly attended to in the instruction of young officers on their first joining their regiments."—*London News.*

STEAM TO PHILADELPHIA.—*New Steam Ships.*—The establishment of transatlantic steam ships, is daily demonstrating the utility of rapid communication in promoting the increase of commercial intercourse and the extension of trade. Atlantic steaming is now no longer an experiment. By general acquiescence all seem determined to aid its progress. A complete revolution is to be anticipated, and though it will not be of that rapid character to materially affect our present mercantile marine, there seems little probability of such huge ships as those recently placed in the American trade, being hereafter constructed without auxiliary steam power, for it now becomes evident that the arrival of screw vessels may be calculated with the same regularity as those propelled in the ordinary way, and that while the old sailing packets make but three voyages per year, screw ships will complete double that number.

The eminent firm of Messrs. Richardson Brothers and Co., who have long been in the Philadelphia trade, have just laid down three new screw ships; two in America and one on the Clyde, to run in conjunction with the "City of Glasgow," which vessel they have just purchased and purpose despatching to-morrow, as the pioneer of the fleet, to the chief city of the most important state in the Union. She has a most valuable cargo of fine goods, and in the main saloon—which is richly decorated in carved oak panelling, relieved with gold, and views on papier machee—already nearly every berth is taken. In the second cabin there are also great numbers engaged. The charges are quite as low as those of packet-ships, being, inclusive of provisions, 22 guineas, and 12 guineas respectively. She will carry in all 120 passengers. The City of Glasgow has just undergone a complete examination in every particular. She has been visited by several nautical men who pronounce her a beautiful craft—clean fore and aft—her lines well turned and fine—and tautly rigged as a clipper bark. She is commanded by Capt. Matthews, late of the Great Western. The second of the line will be called the City of Philadelphia. To New York there will shortly be a number of screw lines started. Captain Eldridge may be shortly