



British News.  
By the English Mail.

(From the Liverpool Mail, April 19.)

The latest intelligence from America as to the result of the present meeting. Up to that point the Senate had not acted, as they had done in the Oregon question, but on the contrary, as in the case of the treaty of that body. They will support Mr. President Polk in annulling the treaty, and setting at defiance the provisions of that country.

But for more important news has arrived. The President had sent a special message to Congress strongly recommending an immediate declaration of the military and naval forces of the republic, and calling upon them to provide the necessary ways and means to the extent of twenty millions of dollars. Ten armed vessels of the first class are to be built without delay, and other ships of war in the service provision. A military road is to be constructed to Oregon for the facility of citizens who may choose or be ordered to migrate in that direction, a monthly post is to be established, and all the other routes projected by cavalry.

The instructions to the Secretary of War are of such a nature that their publication is prohibited with the exception of the Senate, who are to be consulted with the government in thinking that they relate to measures which it would be impolitic to explain. It is not to be supposed that the President has what is considered to constitute his prerogative. The warlike movements in England are pleaded in justification of those measures, and the President is to recognize the independence, far less the annexation of Texas from that republic; and it is a source of alarm to the States of the fact that the Spanish fleet at sea, and the Spanish army in Mexico, is so seriously embarrassed, and that the amount of funds to be expended in these respects is so enormous.

What amount of funds to be expended in these respects is so enormous, but we have long been of opinion that of return to constitutional government, under constitutional restrictions, and a new system of popular opinion, would be the best policy for the Spanish race in South America. Such a reform, too, to the exclusion of foreign and alien influences, would secure order, peace and prosperity, and would be the best policy for the Spanish race in South America. Such a reform, too, to the exclusion of foreign and alien influences, would secure order, peace and prosperity, and would be the best policy for the Spanish race in South America.

It is stated that amongst the prisoners taken at the battle of Alamo was a European doctor, formerly belonging to the British army, from which he was discharged 15 years ago, and has been ever since in the State service.

The results of the dreadful accident which took place lately on the Steer, from the ground to the Enrolment ferry boat, are even more lamentable than at first supposed. The passengers were 60 in number.

The commanding officers of the regiments stationed at Windsor have just been empowered to take the names of the officers and privates of the regiments of foot and dragoon, and to send them to the States.

At a recent sale, in London, of the library, manuscripts, and other articles of the late General Sir John Mordaunt, a well known military officer, the autograph was one of Mr. Grey's penmanship.

As low in the Portuguese expedition, that the Government of England has been obliged to send a fleet to the coast of Portugal, which has been regularly paid, cannot at present be procured.

It is stated that the British and French fleets are now in the Bay of Biscay, and that the British fleet is now in the Bay of Biscay, and that the French fleet is now in the Bay of Biscay.

It is positively affirmed, says the Courier Français, that when the Queen of England visits Paris, Prince Albert will be treated with royal honors. It is also stated that the British fleet is now in the Bay of Biscay, and that the French fleet is now in the Bay of Biscay.

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The Constitution announces that the Prince de Joinville has been appointed to the command in chief of the Mediterranean squadron, by a royal order, the 26th inst.

The Marcellus journals state that at no former period has the Mediterranean proved so temperate as during the late winter.

The continuation of the property of the City of London produced a great sensation in Poland. They derived a yearly income of £240,000 from these estates.

Mr. O'Connell, a wealthy Irishman, eighteen years of age, only daughter of the late Archibald Grant, an East Indian merchant, and niece of Mr. O'Connell, who died recently at Birmingham, died on Monday last with a French coach.

M. Jean de Maistre has just received from M. Guizot, in acknowledgment of his services as editor of the leading political journal in the Journal des Debats, the decorations of the Legion of Honor.

A young man named Bradshaw, corporal in the 10th Regiment of Infantry, son of Mr. Bradshaw, Nottingham, has written a letter to his father from the banks of the Seine, in which he declares a present, a handful of hair, he says is dragged from the head of Louis XVI., after the battle of Alamo! So much for fate!

Lord Philipps has shown great hospitality to the English nobility now sojourning at Paris. They have been frequently in the presence of the Duke of Devonshire, who has shown a splendid dinner, after which the Marquis and Marchioness of Abernethy, the Countess of Devonshire, and several other persons of distinction were present.

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That month is supposed to be the average price of the appearance of that bird of passage in our climate.

An extraordinary phenomenon took place at the 12th at Kew, in the month of March. A storm of hail, about 1000 feet high, situated at the entrance of the lake of Kew, suddenly split in two, and stopped up the course of the river running through the hollow.

The whole country above the place where the earth fell was immediately flooded. The sea rose to the level of the English Channel, and the water was so high that it was impossible to go any distance on foot.

The total income of the Proprietary of Lyons (the Grand Canal) amounted in 1825 to 9,000,000 francs, in 1826 to 10,000,000, in 1827 to 11,000,000, in 1828 to 12,000,000, in 1829 to 13,000,000, in 1830 to 14,000,000, in 1831 to 15,000,000, in 1832 to 16,000,000, in 1833 to 17,000,000, in 1834 to 18,000,000, in 1835 to 19,000,000, in 1836 to 20,000,000, in 1837 to 21,000,000, in 1838 to 22,000,000, in 1839 to 23,000,000, in 1840 to 24,000,000, in 1841 to 25,000,000, in 1842 to 26,000,000, in 1843 to 27,000,000, in 1844 to 28,000,000, in 1845 to 29,000,000, in 1846 to 30,000,000, in 1847 to 31,000,000, in 1848 to 32,000,000, in 1849 to 33,000,000, in 1850 to 34,000,000, in 1851 to 35,000,000, in 1852 to 36,000,000, in 1853 to 37,000,000, in 1854 to 38,000,000, in 1855 to 39,000,000, in 1856 to 40,000,000, in 1857 to 41,000,000, in 1858 to 42,000,000, in 1859 to 43,000,000, in 1860 to 44,000,000, in 1861 to 45,000,000, in 1862 to 46,000,000, in 1863 to 47,000,000, in 1864 to 48,000,000, in 1865 to 49,000,000, in 1866 to 50,000,000, in 1867 to 51,000,000, in 1868 to 52,000,000, in 1869 to 53,000,000, in 1870 to 54,000,000, in 1871 to 55,000,000, in 1872 to 56,000,000, in 1873 to 57,000,000, in 1874 to 58,000,000, in 1875 to 59,000,000, in 1876 to 60,000,000, in 1877 to 61,000,000, in 1878 to 62,000,000, in 1879 to 63,000,000, in 1880 to 64,000,000, in 1881 to 65,000,000, in 1882 to 66,000,000, in 1883 to 67,000,000, in 1884 to 68,000,000, in 1885 to 69,000,000, in 1886 to 70,000,000, in 1887 to 71,000,000, in 1888 to 72,000,000, in 1889 to 73,000,000, in 1890 to 74,000,000, in 1891 to 75,000,000, in 1892 to 76,000,000, in 1893 to 77,000,000, in 1894 to 78,000,000, in 1895 to 79,000,000, in 1896 to 80,000,000, in 1897 to 81,000,000, in 1898 to 82,000,000, in 1899 to 83,000,000, in 1900 to 84,000,000, in 1901 to 85,000,000, in 1902 to 86,000,000, in 1903 to 87,000,000, in 1904 to 88,000,000, in 1905 to 89,000,000, in 1906 to 90,000,000, in 1907 to 91,000,000, in 1908 to 92,000,000, in 1909 to 93,000,000, in 1910 to 94,000,000, in 1911 to 95,000,000, in 1912 to 96,000,000, in 1913 to 97,000,000, in 1914 to 98,000,000, in 1915 to 99,000,000, in 1916 to 100,000,000, in 1917 to 101,000,000, in 1918 to 102,000,000, in 1919 to 103,000,000, in 1920 to 104,000,000, in 1921 to 105,000,000, in 1922 to 106,000,000, in 1923 to 107,000,000, in 1924 to 108,000,000, in 1925 to 109,000,000, in 1926 to 110,000,000, in 1927 to 111,000,000, in 1928 to 112,000,000, in 1929 to 113,000,000, in 1930 to 114,000,000, in 1931 to 115,000,000, in 1932 to 116,000,000, in 1933 to 117,000,000, in 1934 to 118,000,000, in 1935 to 119,000,000, in 1936 to 120,000,000, in 1937 to 121,000,000, in 1938 to 122,000,000, in 1939 to 123,000,000, in 1940 to 124,000,000, in 1941 to 125,000,000, in 1942 to 126,000,000, in 1943 to 127,000,000, in 1944 to 128,000,000, in 1945 to 129,000,000, in 1946 to 130,000,000, in 1947 to 131,000,000, in 1948 to 132,000,000, in 1949 to 133,000,000, in 1950 to 134,000,000, in 1951 to 135,000,000, in 1952 to 136,000,000, in 1953 to 137,000,000, in 1954 to 138,000,000, in 1955 to 139,000,000, in 1956 to 140,000,000, in 1957 to 141,000,000, in 1958 to 142,000,000, in 1959 to 143,000,000, in 1960 to 144,000,000, in 1961 to 145,000,000, in 1962 to 146,000,000, in 1963 to 147,000,000, in 1964 to 148,000,000, in 1965 to 149,000,000, in 1966 to 150,000,000, in 1967 to 151,000,000, in 1968 to 152,000,000, in 1969 to 153,000,000, in 1970 to 154,000,000, in 1971 to 155,000,000, in 1972 to 156,000,000, in 1973 to 157,000,000, in 1974 to 158,000,000, in 1975 to 159,000,000, in 1976 to 160,000,000, in 1977 to 161,000,000, in 1978 to 162,000,000, in 1979 to 163,000,000, in 1980 to 164,000,000, in 1981 to 165,000,000, in 1982 to 166,000,000, in 1983 to 167,000,000, in 1984 to 168,000,000, in 1985 to 169,000,000, in 1986 to 170,000,000, in 1987 to 171,000,000, in 1988 to 172,000,000, in 1989 to 173,000,000, in 1990 to 174,000,000, in 1991 to 175,000,000, in 1992 to 176,000,000, in 1993 to 177,000,000, in 1994 to 178,000,000, in 1995 to 179,000,000, in 1996 to 180,000,000, in 1997 to 181,000,000, in 1998 to 182,000,000, in 1999 to 183,000,000, in 2000 to 184,000,000, in 2001 to 185,000,000, in 2002 to 186,000,000, in 2003 to 187,000,000, in 2004 to 188,000,000, in 2005 to 189,000,000, in 2006 to 190,000,000, in 2007 to 191,000,000, in 2008 to 192,000,000, in 2009 to 193,000,000, in 2010 to 194,000,000, in 2011 to 195,000,000, in 2012 to 196,000,000, in 2013 to 197,000,000, in 2014 to 198,000,000, in 2015 to 199,000,000, in 2016 to 200,000,000, in 2017 to 201,000,000, in 2018 to 202,000,000, in 2019 to 203,000,000, in 2020 to 204,000,000, in 2021 to 205,000,000, in 2022 to 206,000,000, in 2023 to 207,000,000, in 2024 to 208,000,000, in 2025 to 209,000,000, in 2026 to 210,000,000, in 2027 to 211,000,000, in 2028 to 212,000,000, in 2029 to 213,000,000, in 2030 to 214,000,000, in 2031 to 215,000,000, in 2032 to 216,000,000, in 2033 to 217,000,000, in 2034 to 218,000,000, in 2035 to 219,000,000, in 2036 to 220,000,000, in 2037 to 221,000,000, in 2038 to 222,000,000, in 2039 to 223,000,000, in 2040 to 224,000,000, in 2041 to 225,000,000, in 2042 to 226,000,000, in 2043 to 227,000,000, in 2044 to 228,000,000, in 2045 to 229,000,000, in 2046 to 230,000,000, in 2047 to 231,000,000, in 2048 to 232,000,000, in 2049 to 233,000,000, in 2050 to 234,000,000, in 2051 to 235,000,000, in 2052 to 236,000,000, in 2053 to 237,000,000, in 2054 to 238,000,000, in 2055 to 239,000,000, in 2056 to 240,000,000, in 2057 to 241,000,000, in 2058 to 242,000,000, in 2059 to 243,000,000, in 2060 to 244,000,000, in 2061 to 245,000,000, in 2062 to 246,000,000, in 2063 to 247,000,000, in 2064 to 248,000,000, in 2065 to 249,000,000, in 2066 to 250,000,000, in 2067 to 251,000,000, in 2068 to 252,000,000, in 2069 to 253,000,000, in 2070 to 254,000,000, in 2071 to 255,000,000, in 2072 to 256,000,000, in 2073 to 257,000,000, in 2074 to 258,000,000, in 2075 to 259,000,000, in 2076 to 260,000,000, in 2077 to 261,000,000, in 2078 to 262,000,000, in 2079 to 263,000,000, in 2080 to 264,000,000, in 2081 to 265,000,000, in 2082 to 266,000,000, in 2083 to 267,000,000, in 2084 to 268,000,000, in 2085 to 269,000,000, in 2086 to 270,000,000, in 2087 to 271,000,000, in 2088 to 272,000,000, in 2089 to 273,000,000, in 2090 to 274,000,000, in 2091 to 275,000,000, in 2092 to 276,000,000, in 2093 to 277,000,000, in 2094 to 278,000,000, in 2095 to 279,000,000, in 2096 to 280,000,000, in 2097 to 281,000,000, in 2098 to 282,000,000, in 2099 to 283,000,000, in 2100 to 284,000,000, in 2101 to 285,000,000, in 2102 to 286,000,000, in 2103 to 287,000,000, in 2104 to 288,000,000, in 2105 to 289,000,000, in 2106 to 290,000,000, in 2107 to 291,000,000, in 2108 to 292,000,000, in 2109 to 293,000,000, in 2110 to 294,000,000, in 2111 to 295,000,000, in 2112 to 296,000,000, in 2113 to 297,000,000, in 2114 to 298,000,000, in 2115 to 299,000,000, in 2116 to 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2158 to 342,000,000, in 2159 to 343,000,000, in 2160 to 344,000,000, in 2161 to 345,000,000, in 2162 to 346,000,000, in 2163 to 347,000,000, in 2164 to 348,000,000, in 2165 to 349,000,000, in 2166 to 350,000,000, in 2167 to 351,000,000, in 2168 to 352,000,000, in 2169 to 353,000,000, in 2170 to 354,000,000, in 2171 to 355,000,000, in 2172 to 356,000,000, in 2173 to 357,000,000, in 2174 to 358,000,000, in 2175 to 359,000,000, in 2176 to 360,000,000, in 2177 to 361,000,000, in 2178 to 362,000,



