

WISE men in newspaperdom, and in various parts of the political world are constantly predicting that the ties between Great Britain and her colonial possessions are being gradually and surely loosened, and that between her and Canada, Australia and some others they will soon be severed. Such a severance would be nothing to be wondered at when the enormous extent of her territory,—now estimated at eight million square miles with two hundred millions of people,—is considered. But a recent transaction in real estate, concluded between that country and Holland, seems to show that as far as Great Britain herself is considered, there is no present intention of decreasing the number of acres and miles over which the union jack triumphantly waves.

We allude now to the cession by Holland to England of the large island in the Pacific ocean, of New Guinea, which since 1828 has been a Dutch colony, but has never been of any special value to that government; and, although one of the largest islands in the world is still comparatively an unknown land, as white men have never penetrated to the interior. The inhabitants are of a very low negro type, and little better than savages in many respects.

The island is fifteen hundred miles in length, and very variable in breadth, its entire area being estimated at two hundred and fifty thousand square miles. The country produces large quantities of timber; is the home of a great variety of the most beautiful birds; lies south of the equator, north of Australia, and its acquisition by Great Britain is considered valuable in view of being converted into a naval station.

A recent European telegram announced that the treaty, ceding the island to England, has been ratified by the second Chamber of the government of the Netherlands. The terms of cession were not mentioned.

FOR years, efforts have been unavailingly made to introduce horse railways in England, but "John Bull" with his usual red tape tendencies, has resisted the innovation. Now, however, it seems that a change is coming o'er the spirit of his dream, and it is said that in London, there is a perfect mania for their construction; and the Metropolitan Board of Works,—the authority which alone grants the right of way, has already consented to thirty-one schemes designed to interlace the streets of the great metropolis with a net work of this useful American adaptation of the railway system. What will George Francis Francis Train say to this? He introduced a street railway into London, amid much opposition; but despite his efforts and his epigrams, he had to withdraw and the street railways were taken up?