SPAIN.—Government has ordered honours to be rendered to the memory of the late Duke of Wellington. General Castanos, who served under Wellington, is just dead, aged 95, and will be buried with national solemnities.

GERMANY, &c.—The *Cologne Gazette* states, that negotiations are in contemplation between the United States and the Zollverein respecting a mutual reduction of import duties. It is said, the U. States Government has expressed willingness to favour the import into America of certain articles of the Zollverein, and the crisis, in which the customs' question has recently been placed, has alone prevented the completion of the treaty.

Negotiations are opened for a concordat between Austria and the Papal See, and relaxations of the extraordinary treaty between Austria and the Netherlands have been exchanged.

Cholera is rapidly declining in Poland and Prussia.

A change in the Tuscan Ministry is again imminent.

Serious damage has been done by inundations at Naples.

SUBMARINE TELEGRAPH BETWEEN THE NEW AND OLD WORLDS.

The practicability of successfully laying down a submarine insulated wire for the purpose of placing England, and in fact Europe, in telegraphic communication with America, is a question of very grave and serious consideration; and although we live in an age when the terms "difficulties," and "impossibilities," are well nigh expunged from the engineering vocabularies, there do exist impediments in crossing the Atlantic, a distance of 3000 miles, certainly more formidable, if not of an entirely prohibitory character. The only points of land or rock which could be made at all available for securing the wires are the "Three Chimneys," situated at about 59. deg. west longitude, and "Jacquet Island," 40 deg., from whence it would proceed St. John's, in Newfoundland, longitude about 55 deg., leaving long sea spaces of varying depths, encompassed with difficulties, the means to escape from which is at hand to surmise. In some parts of the Atlantic, the plumb line has been let out to a depth of five miles, without reaching soundings; in other portions the depth of the sea valleys varies from half a mile to two miles, and many of the more shallow spots consist of ridges of hard, sharp-pointed rocks, which, from the violent action of the sea, would inevitably abrade and sever, in a very short period, any kind of metallic rope, however strongly manufactured, or externally protected. Vast masses of gigantic sea weeds, of unknown thickness, form the sea bed, extten ling over some thousands of square miles, in which the rope, once embedded, whether fractured or not, no power that could be placed on board of a ship, could ever again raise it. With such facts before us, it appears necessary, if telegraphic communication is to be accomplished between the two countries, to look about us, and see if there does not exist a route in which we may find a little more fertile, and, and unencumbered by such startling difficulties. A plan has been suggested, and the route partially surveyed, by two engineers, Messrs. Harrison Brothers, which appears to solve the problem; and, in fact, appears but placed in our mercantile and stations by which, we have no doubt, the highly desirable achievements may be successfully accomplished. They propose to start from the most northern point of the main land of Scotland, proceed to Orkney, Shetland, and Faroe Islands, from the most northwesterly of these, across to Iceland; from Cape North, in Iceland, to the eastern coast of Greenland; thence across the Peninsula to a point on Davis's Strait, north of the Arctic circle, crossing the Straits to a point near Cape Walsingham. The next and last submarine line would be across Hudson's Straits into Upper Canada, the wires then traversing the land to Quebec, from whence it would connect with the whole extent of the great continent of America. By this arrangement the whole of the submarine line would, probably not exceed 2500 miles; but, being in detached proportions, the longest of which, from the Faroe Islands to Iceland, would not much exceed 500 miles, the chances of practical success are greatly multiplied. In the whole of the route, too, the bed of the North Sea is singularly favorable to the project. All depths varying from 100 to 200 fathoms, it consists of clayey, sandy, and shingly bottoms, undulating the hills and valleys, where, out of any very extensive navigation, and in situations not generally used for anchorage, the wires would lie secure, performing their rapid, silent, and mysterious vocation in safety. The longest line