

## FRIDAY'S MAIL.

From English Papers to the 18th Sept.  
EUROPEAN NEWS.

## DEATH OF THE DUKE OF WELLINGTON.

On Tuesday, September 14, his Grace, the Duke of Wellington died at Walmer Castle. The telegraphic despatch which announced this startling and melancholy event describes it as having occurred about half past three o'clock 'after a succession of fits.' It appears that when the Duke was seized with the illness which has had this melancholy termination, an electric message was sent to summon Dr Williams to Walmer Castle; but before the physician had time to reach the station at London Bridge another telegraphic despatch had arrived there announcing the Duke's decease.

The Morning Chronicle of Wednesday says—The previous state of the noble Duke's health up to the morning of the day of his death had not been such as to give any warning of so serious a result, and none of his immediate circle entertained any apprehension of the painful event that was fast approaching. Yesterday morning his Grace rose, to all appearance in his usual good health, and made no complaint of any indisposition. In the afternoon he walked out to take his customary exercise in the ground attached to the castle, but shortly after his return home he was seized with a rather violent epileptic fit. It was thought, however, that the attack rose from some temporary disorder in the system, which the system would soon throw off; and his Grace's medical attendant, Dr. Macarthur, of Walmer, and Mr. Hulke, surgeon, of Deal, having been immediately sent for, on their arrival they prescribed an emetic. This was, however, administered without producing the desired effect, and after suffering from a very rapid succession of convulsions of similar violence to the first, the noble Duke expired at a quarter past three o'clock in the afternoon.

Before his death his Grace appeared to be insensible, and was unable to articulate.

About nine years ago his Grace experienced an attack of a similar nature, but his system was then better able to contend successfully against the malady.

Lord Charles and Lady Charles Wellesley and family are now on a visit at Walmer Castle.

Shortly after the noble Duke had breathed his last, a message was despatched to the Marquis and Marchioness of Duoro, who are now staying at Frankfort for the benefit of the waters, to apprise them of the death of their illustrious parent. The painful tidings were also immediately transmitted by telegraphic despatch to Her Majesty and to the Earl of Derby, at Balmoral.

The annals of France under the iron tyranny of Louis Napoleon, can furnish but slender materials for our weekly summary. Nevertheless, we must watch every incident as it occurs, inasmuch as our own history furnishes more than one memorable example of a brilliant period of happiness and glory succeeding the darkest moment of national despair. The Prince President has left Paris with a splendid retinue of ministers and military men, and the next fortnight will be occupied by flaming descriptions of the quasi imperial visit to the south and east of France. M. Achille Fould is the only minister left in Paris, and the importance and responsibility of his situation occasion corresponding envy and jealousy amongst his colleagues. This has given rise to idle reports of a modification of the ministerial arrangements, arising out of the distrust which Mr Fould's colleagues entertain of him; but as the President himself is the absolute monarch of the whole nation, as well as of those around him, we need not say that any slight change of Ministers, which is not likely, would not have the smallest influence on the predetermined policy of the Prince. His emissaries are agitating the lower classes of Paris to sign petitions for the re-establishment of the Empire.

Louis Napoleon reigns and governs in utter contempt of the voice of the people, and at no period of her antecedent history has France ever submitted so ingloriously to the rod of the tyrant. The official returns of the trade of France show her exports are increasing, whilst her imports have fallen off. The imports from England were only 69,000,000f. against 293,000,000f. From the United States the imports were 110,000,000f., and the exports 145,000,000f. The change is the railroad system accounts for the variation of the amount of goods sent through France *in transitu*.

The intelligence of the decease of the Duke of Wellington has reached Paris, and has caused a deep sensation, although a

generation has passed away since his grace has visited that capital.

The cholera continue its ravages in the Presso-Polish provinces, but it has not yet extended beyond the districts indicated in our last number.

From Spain we have little news. Indeed, as the responsible editors of the Herald, Diario, Espanol, Epoca, and Esperanza are all in prison, and a warrant is out for the arrest of the editor of the Constitutional, those journals do not appear, and we may conjecture how affairs are carried on without the surveillance of a public press. The only good feature we perceive is, that the Spaniards are seriously bestirring themselves about their railroads.

## TRADE.

Business has this week been so quiet in nearly all departments that there is very little room for comment. There is an increase in the bank circulation of about a quarter of a million, and a further slight diminution of the amount of bullion; but the minimum rate of interest remains at 2 per cent., although there is rumoured intention to reduce the terms for loans secured by government securities to 1½ per cent. The consequence is, that the monetary arrangements continue easy; there is no new feature in the discount market; supply of cash is far more than adequate for the demand, and prime bills are easy at 1¼ to 2 per cent.

## RESULTS OF THE HARVEST.

In different districts at no great distance apart, the wheats have suffered from storms from blight, from mildew, or from rain whilst harvesting, in very different degrees; and vigilance and patience on the part of individual farmers will be well rewarded this year; for it is found that more or less has been sustained from carrying the corn when insufficiently dry than from the injury caused by blight and mildew before harvest—though that injury is by no means inconsiderable. Farmers who resolutely keep their wheat in the field till the latter part of August, have harvested it in very fair condition. The principal drawback on the wheat which was kept in the field until a dry week occurred is that a good deal of the corn has fallen out in the field and in carting home; so much is this the case that it will seriously affect the yield. So far as thrashing has gone, the number of bushels per acre has proved fully or more than equal to the farmers' expectations. The weight is deficient; but the same weight of wheat is said to make a larger portion of flour than the wheat of last year. The wheat markets still continue tolerably firm, though from the activity of the threshing machines, it would seem that a good many farmers are 'knocking out' wheat rather vigorously. The eagerness with which the steam locomotive threshing machines are sought after, is a striking proof of the value farmers are beginning to set on the application of steam power to the purposes of agriculture. Of the produce of the barley crop there is not the same doubt as about the wheat, for it is everywhere large, though some of it is stained by the weather, and much of it is rather coarse. The price of barley, too, is relatively higher than that of wheat, so that something more than the usual proportional return will be obtained from the barley. Oats are also bulky, and full of corn; though in some instances grown, and generally the grain has been a good deal beaten out, either from standing to be over ripe, or from being long kept in the field. The straw of both barley and oats will be less valuable for feeding cattle than it was last year, from the quantity of rain it has been subjected to. A very extensive failure of the potatoes is now past doubt, and in no year since 1845 has the potatoe crop been so generally and completely decreased.

**NEW PALACE AT BALMORAL.**—It has just been determined to build a new palace for the Queen at Balmoral. It is to be built on a site between the river and the present castle, fronting the south, and is estimated to cost from £80,000 to £100,000. The architecture is modern, and will combine the ornamental with the useful.

A new bridge is to be thrown across the Dee; and the public road which now leads through the forest of Ballochbaine is to be shut up, and a better road provided along the south bank of the river. The old palace is to be entirely removed. The new palace is already staked out.

The Sarah Sands screw steamer leaves this port to-day for Australia, calling at Queenstown for the mails. She will depart from the latter port on the 21st, after taking on board the morning mails of the 20th, from London. It is expected that the economical consumption of coal which this vessel has shown in former voyages, will form a great advantage on this long passage.

**WEST INDIA COTTON.**—A vessel arrived in London from Barbadoes has brought 69 bales of cotton as a portion of her cargo,

the produce of that island. A recent arrival to a similar extent took place from Demerara, and this unusually large importation of the kind from one of the British West India Islands is of interest and importance.

**FRANCE.**—The journals are more moderate in their comments on the death of the Duke of Wellington than could have been expected.

The journals of the Var announce that the Prince of Wales is to spend next winter at Nice.

The Globe's correspondent writes—'It is probable that the empire will be proclaimed this year.'

**GERMANY.**—The Posen Gazette, of the 12th inst., says the cholera continues to spread. It has also reached Austrian Silesia, has crossed the frontier, and is ravaging the territory of Cracow with a severity not known since its appearance in 1830.

There are now six large first-class vessels lying at Bristol bound to Australia, and it is estimated that, in addition to 1,695 passengers who have already left the number of emigrants during the present year will be upwards of 4,000 from that port alone.

Some London merchants have sent down six eminent engineers to survey the Bristol Channel near the mouth of the river, with a view of ascertaining the capabilities of Portsmouth for the erection of docks, with a connecting railway to Bristol. The work it has been roughly computed, will cost about £300,000, a sum which the London houses concerned would themselves be able and ready to raise.

**IRELAND.**—Two of the wrecked vessels of the Spanish Armada have been discovered, sunk off the west coast of Donegal. An anchor has been raised, and is to be sent to the British Museum.

It is said that as the harvest approaches to a close the emigration mania increases, and multitudes appear intent on the gathering in of the crops only for the purpose of enabling themselves and families to leave the country.

**A LOST SHIP.**—A large ship water logged was recently observed off the island of Inniskea, near the coast of Erris, county Mayo, and was towed in by the islanders. Her masts were gone by the board; she was timber laden, and had been so long at sea that all traces of her name is gone; she has, therefore, been taken possession of on behalf of the Admiralty, and the timber, consisting of black birch and deals, is now being landed at the quay of Westport.

**THE GREAT FAIR AT NAVGOROD.**—Nishuli Novgorod now contains visitors now equal in number to five times the population, who have come from all parts of the empire, from the interior of Asia and from China. In the week ending July 28 merchandise to the value of 1,612,000 silver roubles was deposited for sale.

## CANADA.

Mr Morin's resolutions on the subject of the constitutions of the Legislative Council of the province will be found among the Votes and Proceedings of the Assembly on Friday last. They are singularly democratic, no property qualification being required for the sake of eligibility.

**The Richmond Railway.**—The influence possessed by Mr Jackson, of the firm with which he is connected, over the English money market may be guessed from a single fact. Up to the time of the sailing of the Africa 20,000 shares in the Richmond Railway had taken up in London. This speaks volumes for Mr Jackson: it tells of the confidence which the English moneyed men have of his integrity, and of his ability faithfully to complete any undertaking with which he may be connected. It is an evidence moreover of a reliance upon his judgment as to the paying capabilities of such lines of railroad as he takes an interest in, and it leads us to indulge the fond hope that before many years elapse, now that Mr Jackson has seen the country through which it must pass, there will be a railroad from hence not to Richmond, in Hudson's Bay, certainly, but to River du Loup, and from thence to meet St. Andrew's road at Woodstock. But putting the River du Loup, road aside for the present, and turning to the Richmond road again, supposing the sum subscribed in Canada to be, as alleged, £175,000, this, with the £250,000 just subscribed in London, makes £425,000, leaving only the inconsiderable sum of £125,000 to be taken up.

By the way, we have heard much about the great cost of this road per mile. But what is the fact: the advertisement in the London Globe informs us that the cost of the railway complete will not exceed £6,500 per mile, which, compared with the cost of the St. Lawrence and Atlantic road, is cheap enough. This brings us to something else.

M. Cartier we perceive has given notice of his intention to introduce a bill to incorporate the Grand Trunk Railway of Canada which will of course not in the slightest measure interfere with the money operations of Messrs. Holton & Co.

The Toronto Patriot remarks as follows:

It is gratifying to learn, that Messrs. Jackson, Peto, Brassey & Betts, have proposed arrangements for the Grand Trunk Line, upon

terms beneficial to the Province, and which, it is to be hoped, will also prove advantageous to themselves.

We understand that Messrs. Holton, Galt, & Co. still hold out, and that in consequence of their pertinacity, the Government will be compelled to introduce a new Bill, for a Trunk Line from this city to Montreal. This measure will shortly become law, and under it, Messrs. Jackson & Co. will construct the road. The main conditions are, we learn, as follows:—

Entire cost, £7000 sterling per mile. One half, or £3500 per mile, to be advanced by the Government, the other half by Messrs Jackson & Co.

Government to regulate the Tariff of charges and to appoint the majority of the Board of Directors.—*Quebec Morning Chronicle.*

A fire occurred at Bytown, C. W., on the 14th inst., which destroyed Captain Baker's house, the Old Post Office, the Crowa Timber Office, and four other buildings in the neighborhood.

A new conservative paper printed by Mr A. B. Townly has been started in Toronto. It is called the British Canadian, is published twice a week, has a promising appearance, and is very respectably edited.

## NOVA-SCOTIA.

**Electric Telegraph.**—The stock for the new telegraph line between Halifax and the New Brunswick boundary was all subscribed for in a few hours—thus showing in a most substantial manner, who it is that really enjoys the confidence of the telegraphing public. The list comprises the names of all classes and parties—and a highly respectable list it is. In due course of time a charter will be applied for, which, in its simplicity and good faith, cannot fail to meet the entire approbation of the country.

The first fall ship, the Mic-Mac, arrived on Friday, with a full freight of Merchandize Others of the Fleet, are on their way out, and will be here shortly.

**Cape Breton.**—Sydney, Sept 25—there was a great storm here yesterday.

The shipping at the landing considerably damaged.

There is a London Ship on shore on Cranberry Head.—*Halifax Sun.*

We are gratified to be able to state that the erection of the new telegraph line hence to Amherst was commenced on Thursday last. The work is now being prosecuted with such vigor, that the whole distance, about 90 miles, will be completed in a few days. We heartily wish the proprietors that success which they deserve, and which their enterprise and energy must ultimately ensure them.

A great amount of sickness prevails in Pictou at the present time than we remember to have known in any season for years past. Several deaths have occurred from Dysentery which is prevalent to an alarming extent.

A Correspondent who enquires whether the health wardens have attended to their duty, states them amongst other nuisances pools of stagnant water are to be found bordering the streets, emitting noxious vapours well calculated to increase the fatality of the disease.

Harvesting is now completed in this country, grain of all kinds being a fair average crop and secured in good condition. Until the past few weeks, potatoes had a most promising appearance and were of excellent quality, but the rot has lately made its appearance in many places. The disease, however, is not so general, and is believed to be of a milder form than in past years, and as the season is now so far advanced, it is hoped a portion of the crop may yet escape the blight.

We have yet desired to notice that Caledonia Division Sons of Temperance meets on Thursday evening next, to elect officers for ensuing quarter. A punctual attendance of members is requested.

A Stock List for the new Grand Junction line of telegraph proposed to be erected by the Messrs Gisborne, was put in circulation in Halifax on Friday last, and £2500 of the £3,000 required was subscribed. The wire for this line, and also the submarine cable to join the main land with the coast of P. E. Island, have arrived at Charlottetown.—*Pictou Chronicle.*

The whole of the Hudson Bay Co's Buffalo robes, 233 bales, were sold at Montreal on the 11th at \$25 per bale.

The Postmaster General in Canada has recommended the adoption of the penny postage system.

Messrs. Sykes & Brookfield, Civil Engineers, who came passengers in the last steamers from England, have been engaged to survey the line of Railway between Windsor and Victoria Beach, Co. of Annapolis.

## NEWFOUNDLAND.

A fine a summer as we have experienced for many a year in Newfoundland, has been just succeeded by a wet and gloomy atmosphere, the harbinger, it may be, of an unsettled, or a stormy fall, to be relieved for a short time, probably, at the accustomed period, by what is termed the Indian summer—that is, the recurrence in October of a serene summer sky, and pleasant weather, which may last ten successive days or a fortnight. Notwithstanding, however, the fineness of the season which has now been brought to a close, we regret to state that the potato rot has again made its appearance, and that to a serious extent, in all directions.

We regret to say that the result of the current fishing season, on many parts of the coast, is anything but promising; and that to add to the distress and disappointment of less fortunate, their potatoes are nearly all