

EUROPE.

ENGLAND.

REVENUE OF THE CURRENT QUARTER. (From a Morning Paper.)

In the portion of the current quarter that has elapsed, there is compared with the corresponding period of the year 1839, a very considerable deficit, and there seems to be good reason to suppose that the deficit will go on increasing to the end of the current quarter, which will be on the 10th of October.—The present deficit amounts to rather more than £700,000—and the deficit on the entire quarter will probably amount to 1,000,000. The decrease has been principally confined to the three heads of Beer, Malt, and Hops, and can, in each of the three articles specified, be satisfactorily accounted for, without giving any reasons for gloomy anticipations. There are two other heads in which there is a falling off—Tea and Foreign Corn. It will be sufficient to remark, that in the present year the consumption has increased, but the prices at the India sales (which prices regulate the amount of duty) were lower. In Corn the comparative prices of this year and the last, and the consequent difference in the duty, explain the deficit. The revenue of the current quarter exhibits an increase under the important heads of—soap, candles, starch, printed cottons, and spirits; it will be obvious that each of these articles is one of general consumption, and (unless, perhaps, in the case of spirits) of prime necessity. The increase, therefore, shows an augmentation in the general diffusion of comforts in society at large. It is important to remark, that the Customs generally exhibit a slow, gradual, and, therefore, probably permanent tendency to improvement—not a violent overflow upon any particular mercantile commodity, which only indicates an unsafe and unnatural burst of ill-judged speculation, but too commonly followed by a disastrous reaction.

PORTSMOUTH, SEPT. 11.

His Majesty's ship *Galatea*, 42, Capt. Napier, C. B. arrived yesterday, in 14 days from Lisbon, to which place she had been despatched with instructions for the British Consul to demand the restoration of four English ships, improperly seized off Terceira by the Portuguese squadron. The schooner *St. Helena* was the first given up. She left the *Galatea* for England three days before the *Galatea*. The vessels *Velocity*, *Margaret*, and another, were then restored, and supplied with anchors, cables, and stores from the Lisbon Arsenal. The crew of the *Galatea* rigged and prepared them for sea. Some excuse was, however, made with respect to delivering up their papers; but it was not of such a nature as to impress the Consul with the persuasion he could not, unassisted by the presence of the *Galatea*, overcome it. He consequently sent the *Galatea* home. The cargoes of the vessels, we learn, were untouched. The Captain commanding the squadron, which detained them has not only been dismissed from his ship and the service, but rendered incapable of serving again.—There are still two corvettes cruising off Terceira. When the *Galatea* left the *Tagus*, two frigates, the *Diana* and *Pearl*, and two sloops of war, were there, ready for sea. Three line of battle ships are laying in a state of ordinary, but in the most miserable condition. By a letter from Lisbon, we learn, that had our consul shown a little more firmness in his demands, these ships would have been restored without any application from this country. We are told also that Portugal is in a wretched state—trade is at a stand, and the greatest distress consequently prevalent. The priests and the lower class of people, are in favour of Don Miguel, but the higher orders and the soldiers are averse to him—the latter because they obtain no pay. Miguel, they say, pays no one, but sends a vast quantity of money out of the country—a fact which induces the belief that he anticipates a long to be driven from it. On the receipt of the news of the French Revolution, all the guards and police were doubled, and several persons were arrested; no less than twelve were sent to prison the night before the *Galatea* came away, on suspicion of harbouring revolutionary ideas. His Majesty's ship *Briton* was expected at Lisbon.

The *Pallas*, 42, guns, Captain Fitzclarence, arrived on Thursday last, from Halifax, to which place she proceeded from this port, to convey to England Lieut. Colonel Mrs. Fox, the son-in-law and daughter of His Majesty. The *Pallas* was 36 days on her outward voyage, and 17 days on her homeward.

From the London Dispatch, September 12.

The Dutch papers which arrived on Tuesday contain an account of the arrival, on the 4th inst. of the Prince of Orange at the Hague. Nothing is said in these papers, as to the acceptance of the conditions of which the Prince of Orange was bearer; but one fact stated may be taken as an earnest of what is about to take place. M. Von Maanen, who is stated to have served his country faithfully for 35 years, has solicited his discharge, and His Majesty gave him his discharge, expressing his gratitude for his long and faithful services. We may infer much from this. The King would not have sacrificed his Ministers if he had been determined to hold out.

On Wednesday a Proclamation of the King of the Netherlands on the subject of the demands of the Belgians, was received in London. It bears date the 5th inst. at the Hague, after the return of the Prince of Orange from his mission to the southern provinces. The King begins by stating, with reference to the disturbances in the Flemish capital and elsewhere, that at the first news of those disorders, he had hastened to convene an extraordinary meeting of the States-General, which, according to the terms of the fundamental law, represent the whole people of Belgium. His Majesty next alludes to the fact of his two sons having proceeded to the Flemish provinces, and to the merciful and generous manner in which they had executed their mission. He calculates upon the assistance of the States-General, and invites them to examine whether the evils, of which the country so loudly complains, arise from any defect in the national institutions, and if it is possible to modify them, and particularly if the relations established by treaties and the fundamental law, should, with a view to the common interest, be changed or modified.

LONDON, SEPT. 13.

Last night we received the *Messenger des Chambres*, and *Gazette de France*, dated Saturday, together with the other Paris papers of Friday, by express, and in due course, Brussels Journals of Thursday, Friday, and Saturday. The contents of both are so interesting that we are, without any affectation, at a loss to which to give the precedence. We shall, therefore, follow the order in which chance, rather than choice, has placed them, as they appear above. The Paris Papers, state that a telegraphic despatch was received on Thursday, announcing that an Austrian Courier passed through Strasbourg on that day, conveying new credentials to the Austrian Ambassador at Paris. To this important intelligence the *Journal des Debats* adds, that Prussia has also recognised the new French Government; and, as recognition is thus become the order of the day, we expect to learn, by the very first arrival, that Russia has also adopted it as her policy, and that the orders issued under the first impressions of alarm have been formally recalled. Who, after this, will presume to say that the members of the c-devant Holy Alliance are not open to conviction? Ever since the first entrance of the Allies into Paris, those three Powers, as every one knows, waged an im-

placable warfare against the principle, which has just achieved a signal triumph in France; and, as if a new light had suddenly come upon them, we now see them leagued with it. The Netherlands, as a matter of course, following in the wake of the great Powers, has in like manner, recognised Philip I.; and we learn from the French Papers that Baron Fogel, Envoy Extraordinary of that State, as well as Count Mullinen, Envoy Extraordinary of Wurttemberg, having received new spirit as related of his Sardinian Majesty, who, being pressed it is said, by one of his Ministers to invoke the aid of the Austrians, replied, aptly enough, though with more good sense than the world has generally ascribed to him.—“No; I have no inclination to go on a pilgrimage like Charles X.” as he proved the sincerity of his remark by ordering the imprudent Minister to go on a pilgrimage himself. Yet it has been strongly suspected that his Sardinian Majesty, who is thus witty, at the expense of the unfortunate ex-King of Wurttemberg, as much as he could, those very measures, which have proved so fatal to him and his family. Another piece of intelligence in the Paris Papers is of a very different character to the foregoing, but, we are inclined to think, not quite so authentic, as is the *Constitutionnel* which gives it, whilst it assigns, for its authority a private letter from London. According to this letter the French Government, between whom and the British Cabinet there had been for some time previously an animated correspondence on the subject, declared very lately that it would not allow the intervention of England in the affairs of Algeria. In the same note in which this declaration was conveyed, words to the following effect are said to have been used:—“That the conquest of Algeria by a French army was the result of a war lawfully entered into by France, and that no law, Divine or human, was opposed to France retaining her conquest, if the King of the French judged it necessary to the interests of the kingdom to do so, and that His Majesty had the intention of making use of the power with which he was invested by the Constitutional Charter, to support his rights, in the event of their being denied or attacked.” This news rests as yet on the single authority of the *Constitutionnel*; and we have no means ourselves either of confirming or contradicting it. We feel, therefore, some little curiosity to see what kind of a reply it will receive from those Journals which are in the confidence of our Ministry; and, in the mean time, a thought strikes us, that it is this business, and not the affairs of the Netherlands, though the latter is mentioned as the ostensible cause, which has provoked the half-manning tone in which some of them have of late thought proper to indulge towards the French Government. Be this as it may, the French Funds continue to decline, though the internal state of France, without that or any other foreign cause, would be fully sufficient to account for it. It will be seen, from the foregoing extracts, that the walls of the capital have been covered with placards, calling upon the working classes, and even the National Guard, to put down the Chambers; and though the Government has put, or effected to put, this daring and inflammatory appeal into a train of legal inquiry, yet it is said to have taken upon itself the work of getting rid of the Chambers, by proroguing them. If it be true that it has adopted this resolution, the danger is far more imminent than it is represented; whilst the reason assigned for it is a mere pretext to spare the Chamber of Deputies the pain of a premature dissolution. It would also incontestably prove that the Legislative branch of the Government does not by many degrees reach at this moment the level of public feeling, and that it is at the same time too dilatory in its proceedings for a people who, to their characteristic vivacity, now gain that confidence and docility which are the necessary fruits of their triumph over the late Government. It is therefore impossible to say what character either the domestic or foreign policy of France may yet assume; but this we venture to say, that the course hitherto adopted by the Government, particularly in its external relations, does not meet the wishes of the nation. As we have devoted so much room to the French papers, we must barely refer our readers to the equally important contents of the Brussels Journals, though the affairs of Belgium, as every one must be aware, acquire an additional importance from the spirit which is rapidly gaining the upper hand in France.

A CURE FOR ABSENTEEISM.—The late Earl of Harcourt seems to have been anxious to guard, if possible, against the inheritance of his property spending his income out of England. His will directs, “that if the person who shall succeed to the lands purchased with the £80,000 (left in the first instance to his widow) be absent from England more than six months at one time, unless he be so in the civil or military service of Great Britain, or under 25 years of age, and travelling for his education, he shall forfeit the advantages of such bequest.” We hope the proviso will not make his posterity peculiarly anxious for office on any terms.—*Sunday Times*.

OPENING OF THE LIVERPOOL AND MANCHESTER RAILROAD, AND DEATH OF MR. HUSKISSON. SEPTEMBER 15.

By nine o'clock in the morning of Wednesday, all the streets which conducted towards Edgehill were thronged with pedestrians, who were eagerly pressed towards the great scene of attraction.

The peers and peeresses, as well as the ladies and gentlemen who intended to proceed to Manchester in the procession, began to assemble in the Crown-street station by nine o'clock. Every spot from whence a view of the yard could be obtained was crowded with spectators.

Precisely at ten o'clock, the Duke of Wellington drove up to the door of the station in the Marquis of Salisbury's carriage, drawn by four horses. His grace was received with loud and enthusiastic cheers by the crowd without, echoed by those of the company within the yard. His grace entered the station, the Marchioness of Salisbury leaning on his arm, and the military band appropriately striking up, “See, the conquering Hero comes!” The company all stood up when the Hero of Waterloo made his appearance, and saluted him with loud and long continued cheers. His grace seemed quite delighted with the enthusiastic manner in which he had been received by the brilliant assemblage. He was dressed in deep mourning, and wore a Spanish cloak over the whole. He looked remarkably well, and became the object of universal attention.

Every thing being ready, the signal gun was fired at twenty minutes to eleven. The splendid cavalcade then moved onwards at a slow pace, that the spectators might enjoy an opportunity of seeing it in all its novelty, beauty, and splendour. The Hero of Waterloo was of course, after the cortege, the “observed of all observers.” The locomotive engines, as they reached Warrington, began to rush forward at a rapid pace, so that the spectator could scarcely recognize more than one face among the crowd of persons in any division of the procession.

The procession, which may be said to have commenced the journey to Manchester from this point, was drawn by eight locomotive engines, in the following order:

Phoenix,	Green flag, with Visitors and Proprietors.	
North Star,	Yellow	Ditto.
Rocket,	Light Blue,	Ditto.
Dart,	Purple,	Ditto.
Comet,	Deep Red,	Ditto.
Arrow,	Pink,	Ditto.
Meteor,	Brown,	Ditto.

We were now in a rapid and delightful motion. Our speed was gradually increased till, entering the Olive Mount excavation, we rushed into the awful chasm at the rate of twenty-four miles an hour. The banks, the bridges over our heads, and the rude projecting corners along the sides, were covered with masses of human beings, past whom we glided as if upon the wings of the wind. Under Rainhill Bridge, which, like all the others, was crowded with spectators, the duke's car stopped until several of the other trains passed, thus affording the passengers a most excellent opportunity of seeing the whole of the noble party, distinguishing the Marquis and Marchioness of Salisbury, the Earl and Countess of Wiltton, Lord Stanley, and others, in the forefront of the car; along the side of the latter part was Mr. Huskisson, standing, with his face alight towards us; and further behind was Lord A. Hill and others, among whom the Mayor of Liverpool took his station. As the leading engines approached, the Sutton inclined plane, the duke's car passed them again at a most rapid rate, it appeared rapid even to those who were travelling then at, probably, fifteen miles an hour. At length the engines were ranged under different Parkside stations to receive fresh water, the whole extending along nearly half a mile of road. Two trains had passed the duke's car, and the first train had had its engine supplied with water, and were ready to start some time before the passengers were aware of the melancholy cause of the apparently great delay. A murmur and an agitation at a little distance betokened something alarming, and in a moment we learned the nature of that lamentable event which we cannot record without the most agonized feelings.

After the two engines, with their trains, had passed the Duke's carriage, although four others had followed, the company with the exception of the ladies, in despite of the printed request of the Directors that they should not quit their seats at the water-stations, began to alight from the three state carriages.—Perhaps, not less than twenty noblemen and gentlemen had alighted from these vehicles, and were walking on or standing in the road close to the duke's car. Among the group was Mr. Huskisson, joined, and Mr. Holmes, M. P. of the Treasury, joined, and the Duke of Wellington together, feeling that these two statesmen ought never to have been separated, they walked to the part of the car in which the noble Duke had taken his station. His grace, perceiving Mr. Huskisson by the side of the car, extended his hand over to the right hon. gentleman, who shook it cordially. A few words of mutual compliment had passed, when the Duke and the other persons in his car, perceiving an engine, which turned out to be the Rocket, rapidly approaching upon the other line, called out to the passengers on the road.—“Get in, get in!” Several did get in before the engine reached the state carriages; but Mr. Huskisson, who was in a weak state of health, the effect of his recent indisposition, and one of whose limbs were somewhat tender, became hurried, and after making two attempts to cross the road upon which the Rocket was moving, ran back, in a state of great agitation, to the side of the Duke's carriage. While the engineer, saw the unfortunate gentleman, as the engine approached, in a position of the most imminent danger, and he immediately threw the machine back; but it and its train moved onwards several yards by the impetus before the operation of stopping it could be performed. Mr. Holmes, M. P., stood next to Mr. Huskisson, and perceiving that he had altogether lost his presence of mind, seeming like a man bewildered, he cried out, “For God's sake, Mr. Huskisson, be firm!” The space between the two lines of rails is just four feet; but the duke's car being eight feet wide, it extended two feet beyond the rail on which it moved, thus diminishing the space to two feet between its sides and the rail on which the Rocket was moving, and on which Mr. Huskisson and several other gentlemen were standing. Then the engine itself projected somewhat over the rail on which it ran, still further diminishing the standing room to not more, perhaps, than one foot and a half, when the vehicles were side by side on the opposite rails, a space scarcely sufficient to allow a man of ordinary bulk to escape contact by placing himself sideways between the carriages.—The door of the duke's car happened, most unfortunately, to be three feet broad, and, when on the full swing, extended one foot beyond the rail on which the Rocket moved; so that it was impossible for the engine to pass without striking and throwing it back with a violent concussion, in the direction in which the machine was moving. Of this door Mr. Huskisson had grasped hold, when he stepped back, after his vain attempts to cross the road, when warned of the approach of the Rocket. Mr. Littleton, M. P. for Staffordshire, who had sprung, we believe, into the duke's car, which was ascended by a step-ladder broad enough to permit only one person on it at a time, had just “pulled in,” to use his own expression, Prince Esterhazy, when he saw Mr. Huskisson, alarmed and agitated, with his hand on the door, which he seemed to grasp with a kind of trembling or convulsion, with his face to the Duke's car, and his next neighbour, Mr. Huskisson, for God's sake to be firm, and take care of the “infernal machine” which was approaching them. At this moment Mr. Huskisson had a hold, fractured the edge, peeling off nearly two feet of the rail base with which it was lined, and pushed it back with violence, squeezing a gentleman against the side of the car. Mr. Huskisson, being weak and agitated, and having lost all presence of mind, fell as soon as the door was struck by which he had supported himself, and the space between the engine and the car being less than two feet, scarcely, indeed, more than one and a half, the wheel of the Rocket, caught his right leg, which had been placed on the rail and smashed the limb to mummy, passing over it in an oblique direction half way up the thigh. The unfortunate gentleman uttered a faint scream, and the blood gushed from the wound. The whole was but the work of a moment.

The sufferer was with difficulty raised, by Mr. Joseph Parkes, of Birmingham, and the Earl of Wiltton, and he immediately exclaimed, “This is the death of me!” To which Mr. P. replied, “I hope not, sir.”

“Yes,” said Mr. H., “it is.” On perceiving Mr. Stanforth and some other friends, he took Mr. S. by the hand, and said, “I am dying; call Mrs. Huskisson.” Mr. S. rolled up his surtout to serve as a support for the head of Mr. Huskisson; but on Mrs. H. approaching, Mr. S. threw his coat over the mangled limb of his friend, and thus concealed from the public gaze the appearance which the wound presented. The afflicted lady, on being brought to Mr. Huskisson, herself on her husband and kissed him. Dr. Brandreth, and Dr. Southey, of London, assisted by Mr. Hensman, the surgeon, of Rodney-street, who were among the passengers, immediately took up an artery which had been broken, checked the effusion of blood by placing a tourniquet on the upper part of the thigh, and the mangled gentleman, being placed on a bier, was carried to the side of the road, appearing as one already dead.

Mrs. Huskisson, on perceiving that it was her beloved husband who had been thus shockingly mangled, screamed and fainted away. The noble ladies in the carriage paid her every attention which her hapless state required, and she slowly recovered the use of her senses. The feelings of this unfortunate lady may be imagined; they cannot be described. Meanwhile, the medical gentleman having held a consultation, it was determined to convey Mr. Hus-

isson, with all possible speed, to Manchester. The Northumbrian was detached from the Duke of Wellington's car, and the musicians' box was prepared for the purpose of conveying the sufferer towards Manchester. The right honourable gentleman was placed on it, and accompanied by his afflicted lady, with Dr. Brandreth, Dr. Southey, the Earl of Wiltton, and Mr. Stephenson, set off shortly after twelve o'clock. On arriving at Eccles, which they soon reached, the engine having travelled at the rate of 34 miles in the hour, the medical gentlemen, thinking that the unhappy patient would be better attended to, it taken to some house in that village, resolved to remove him to the house of the Rev. Mr. Blackburne, the vicar of Eccles. He was immediately removed to the vicarage, where every attention which humanity could devise or sympathy for his sufferings could suggest was bestowed on the right honourable gentleman.

It was at first agreed that the procession should return to Liverpool, but it was represented in this event the peace of Manchester might be endangered. The Duke who listened to this representation with the utmost immobility of countenance, “remarked there is something in that.” Another consultation was held, and orders were given to get the engines ready for moving upwards, and about half-past one o'clock, after a delay of upwards of one hour and a half, the journey was resumed.

Meanwhile, three out of the six locomotive engines, which belonged to the six trains, had proceeded on the south road from Manchester to Eccles, to take in water, with the intention of returning to Manchester, and so getting out of that line of road before any of the trains should start on their return home. Before this, however, was accomplished, the following circumstances seemed to render it imperative for the train of carriages, containing the Duke of Wellington and a great many of the distinguished visitors, to leave Manchester. The eagerness on the part of the crowd to see the duke and to shake hands with him, was very great, so much so, that his grace held out both his hands to the pressing multitude at the same time; the assembling crowd becoming more dense every minute, closely surrounded the carriages, as the principle attraction was this particular train. The difficulty of proceeding at all increased every moment, and, consequently, the danger of accident upon the attempt being made to force a way through the throng also increased. At this juncture Mr. Lavender, the head of the police establishment of Manchester, interfered, and entreated that the Duke's train should move on, or he could not answer for the consequence. Under these circumstances, and the day being well advanced, it was thought expedient, at all events, to move forwards while it was still practicable to do so. The order was accordingly given, above half past four, and the train passed along out of the immediate neighbourhood of Manchester without accident to any one.

We reached Parkside shortly after eight o'clock, a place associated with the awful death of Mr. Huskisson, and which may now, with melancholy propriety, be named *Huskisson's place*. Here the engines stopped to water, which, owing to the darkness, took up considerable time.

We alighted before reaching the great tunnel, through which the long train, consisting of 24 carriages, was impelled at a rapid rate, and delighted the passengers much more than any other part of the excursion. We reached the Crown-street station at ten o'clock precisely, the journey from Manchester having occupied four hours and forty minutes, including numerous and provoking stoppages.

The dinner at the Wellington-rooms, which had been prepared in the most sumptuous style by Mr. Radley, of the Adelphi Hotel, for two hundred and thirty persons, as might be expected, was but thinly attended, and presented little of the conviviality which generally prevails at such meetings. Only forty-seven gentlemen sat down, including Mr. Brougham, who arrived in town at three o'clock, Mr. Calcraft, M. P., Admiral Fleming, &c. Mr. Lawrence presided, and upon the cloth being removed, Mr. Huskisson's better health was drunk with deep and strongly excited feeling, after which the principal part of the company retired.

[From the Manchester Chronicle.] On Mr. Blackburn's arrival at the Vicarage, the Rev. Gentleman had an interview with Mr. Huskisson, and immediately administered to him spiritual consolation. In the course of his remarks to Mr. Blackburn he uttered the following words:—“The country have had the best of me; I trust they will do justice to my character.” Subsequently Mr. Blackburn knelt at the side of his couch, with Mrs. Huskisson, and offered up a fervent petition to God whilst the Rev. Gentleman was reading the words in the Lords prayer, “Forgive us our trespasses, as we forgive them that trespass against us,” he extended his hand to Mr. Blackburn, and in a firm and distinct voice said, “I call God to witness that I have not the slightest feeling of ill-will to any human being.” The holy sacrament was subsequently administered to him and his deeply afflicted lady; and during the solemn rite he exhibited a rare example of Christian piety and heroism.

A requisition signed by 264 most respectable gentlemen was transmitted to the Mayor of Liverpool requesting him to apply to the relatives of Mr. Huskisson for leave to have his body interred in that town. Mr. Huskisson consented to deliver up the remains of his husband to the inhabitants of Liverpool, for the purpose of being interred in a town to which, by his talents and valuable services he had rendered himself so dear.

Mrs. Huskisson will take her departure to-day for Teddley Park, Staffordshire, the seat of W. Littleton, Esq. one of the representatives for that county, where she will remain until after the body of her husband has been interred. It is expected that the funeral will take place on Thursday or Friday next. He is to be buried in the Mount Cemetery, and a public monument is to be erected over his remains, recording the melancholy event of his death and rendering a deserved tribute to his memory.

(From the Manchester Guardian, of Saturday.)

On the arrival at Eccles of the carriage in which Mr. Huskisson had been placed, the unfortunate gentleman was removed as soon as possible into the vicarage; whilst the Earl of Wiltton, with Mr. Stephenson, the engine having been detached from the car, proceeded rapidly to the station in Manchester to procure surgical assistance. When the medical gentlemen arrived at the vicarage, they found Mr. Huskisson in a state of great weakness and exhaustion; the pulse was imperceptible at the wrist, and only a faint sort of flickering could be distinguished higher up the arm. Indeed, the system was obviously in a state of great depletion, from previous illness and loss of blood. In the course of the afternoon, we believe about four o'clock, Mr. Ransome having quitted the rooms, Mr. Wharton happened to be left for a short time with Mr. Huskisson, who took his hand and said, “I wish you to tell me candidly what you think of my case.” Mr. Wharton replied, “It is a very bad one, sir, and I fear you cannot survive.” Mr. Huskisson rejoined, “No, that I have up mind to from the first; but how long do you think I have to live?” The answer was, “It is impossible to say exactly; but probably not more than four, five, or, at most, six hours.” “Thank you,” said Mr. Huskisson, and terminated the conversation. In the course of the afternoon, Lord Wiltton suggested the propriety, if he had any worldly affairs to arrange, of his doing so without delay; and a sort of reduplication of a previous will, with some additions, was drawn up by Mr. Wainwright, his secretary as member for Liverpool. It is an extraordinary fact, and evinces the uncommon firmness and self-possession of the

right honourable gentleman under such awful circumstances, that, after he had signed the paper, he turned back, as it were to place a date on it, and between the W. and the H. In the course of the afternoon, after Mr. Wharton, at his request, had told him how soon it was probable his life would terminate, the surgeons were administering some cordial to him when he said, “What! more yet! why will you not let me die?” They represented to him, that it was his duty to persevere so long as a possibility of its doing good remained. “Then give it me,” he rejoined, “I'll take any thing you wish.” During the whole time that the surgeons were engaged in administering stimulants, &c. the amiable and afflicted lady held one of his hands and Lord Wiltton the other. In the course of the afternoon, a wish was expressed that he should take the Sacrament, but his breathing having become considerably affected, the surgeons asked him whether he would be able to swallow the elements. He said he thought he should, and expressed a wish, as far as he could, to try. Accordingly the solemn rite was performed by the Rev. Thomas Blackburn, Vicar of Eccles, who first took the sacrament himself, and afterwards administered it to Mr. and Mrs. Huskisson. Shortly after this Mr. Huskisson observed to Mr. Ransome, “I hope I have lived the life of a Christian.” His breathing then became sensibly more difficult; he, however, warmly thanked Mr. Ransome and Mr. Wharton for their attention to him, took an affectionate leave of the sorrowing friends who surrounded his bedside, and a most tender “farewell” of his devoted wife, and precisely at ten o'clock expired. When the sad event had taken place, it was deemed best to leave Mrs. Huskisson a short time alone with the corpse of her departed husband. In the apartment; they found her with her arms clasped, about the neck of the deceased in a violent hysterics, and were under the necessity of moving her and carrying her to a bed-room by force. Since the first shock was over, however, we may be happy to learn that she has gradually become more calm, and was last evening quite as well as could be expected.

The Duke of Brunswick arrived in London at four o'clock on Wednesday morning from Dover. Part of his Highness's suite arrived on Tuesday. His Serene Highness visited Sir G. Murray on Wednesday, at the Colonial Office. In the evening, about half-past six o'clock, the Duke left town in his carriage and four for Brighton, to pay a visit to his Majesties.

Sir George Murray is immediately to succeed Lord Hill in the command of the army. Sir George's successor has not been publicly named, although it was settled on Tuesday at the Cabinet Council.

FRANCE.

THE FRENCH NATIONAL GUARD

Was organized in 1789, and comprehended all the males between twenty and sixty years of age, but we believe the age has since been restricted. It is divided into the *Urban* and *Rural*, or National Guard of the City and country districts. No balloting is employed, but all within the regulated age are enrolled, and it may therefore be considered as a militia, embracing the greater part of the active population, offered by the Government. The corps do not serve beyond their own districts, and in this respect resemble our local militia during the late war. The National Guard was estimated at three millions of persons when it was instituted in 1789, but we suppose it does not exceed half that number at present. It is, from its very nature a popular body, and we rather wonder that means have not been taken by the Bourbons to extinguish it. In the early period of the revolution it rendered great services in Paris and elsewhere, by saving the cities from pillage by the licentious mobs. The first troop was organized on the 13th of July, 1789, as an instruction of the populace being expected. On the 4th following, the Bastille was taken. The National Guard find their own clothes and subsistence, paying nothing from Government but arms and ammunition.—The duty of defending the city was performed by its members in rotation. It fought the defence of Paris, under the traitor Marmont, in 1814, with little zeal, however, and did not much assist its surrender. Napoleon never could depend upon the citizens of his capital. Distrust existed upon both sides. The Parisians could not forget the 10th Vendémiaire; the Emperor could not forgive their turbulence, united as he believed it to be, with the utmost cowardice; he held them in most supreme contempt. Shortly after the disturbances of St. Denis the National Guard of Paris was disbanded by Charles X., for shouting on parade as he passed the ranks “Down with the Ministers! down with the Jesuits!” but the men were deprived of their arms, with which they lately rendered good services under the auspices of their first Commander Gen. La Fayette. In all other parts of the kingdom it still existed. Besides being raised by conscription, and returned after six years' service, to their families, they never cease to regard themselves as citizens.—[Country Times.]

Every man in Paris wears a tri-coloured cockade or breast-knot, or both. You may conceive, therefore, that the trade of the mercers is brisk; but the stock of red blue and white was soon exhausted. This was obviated by cutting broad silk of those colours into stripes, and sewing them together. Indeed, the expedient rendered necessary by the conscription would make you smile. For example, the tri-coloured flag hoisted on the Tuileries consists (it still hangs there) of pocket handkerchiefs, subscribed by the captors, pinned together. That which occupies the places of “white” is what I believe termed cross-barred, checkered of white and red. Women wear, in some cases, blue bonnets, white gowns, and red sashes, or other combinations, of those colours.

POLYTECHNIC SCHOOL.—This institution was among the benefits conferred on France by the first Revolution. It was created by a decree of the National convention, (March 1794). Its objects is to fuse the knowledge of the mathematical, physical and chemical sciences, and to prepare the pupils for the artillery, and for the various departments of engineering—military, maritime, and civil. It enjoys the special favour and protection of Napoleon, in whose time it underwent considerable modifications. In that of the late King, (Charles X.) it was entirely reorganized, and placed under the direction of the Duke of Angoulême, assisted by the Minister of the Interior, a Governor and Deputy Governor. The pupils are, for the most part, boys recommended from the several other schools of an inferior order, and they must have attained their sixteenth year, and must be less than twenty. Previous to admission they are subjected to a severe examination, which is attended by the greater number of Officers, together and other distinguished Generals of France, who have voted themselves, to the promotion of science, and rendered their names immortal by enlarging the boundaries of human knowledge. After passing this examination they are at once promoted to commissions in some arm of the service: they are for the time being, take their place in any; they have been taught, and they have practised, the duties of the soldier in each and all. The last edict it is said, signed by the King, was for the dissolution of the *Ecole Polytechnique*.

The Bourbons always feared it. They remember its exertions against the Russians and Prussians along the line of batteries commanding the plain of Vincennes, with distinguished courage and great