

English Mail of June 26.

shorter course, that these funds should be expended in the most beneficial manner, and we are glad to see the Colonial Office, at length, disposed to do so in practice what has so long been conceded in theory—that efficient management of colonial affairs is only to be obtained by discrediting the managing power, and that many things, which the most exalted wisdom cannot accomplish here, may, with perfect ease, be transacted at the antipodes.—*London Times.*

It is a great fact, and worthy of all consideration, that the greatest talkers are the poorest workers.

PROLIFIC WHEAT.—A few days ago, a single root, or straw, as farmers call it, was brought to our office as a specimen. The straw is almost a yard and a half long, and bears 76 ears, fully shot and in full blossom. Presuming each ear to contain 20 grains, below the average, we are told, this single root would, if grown to maturity, have yielded above 1,500 grains of wheat, the produce of one single grain. It was grown at Hembury, near Macclesfield, on the farm of Mr. Charles Bullock, where other roots are growing equally fine and promising. The seed (a few grains) was obtained at the sample there shown as the manny wheat, grown on Prince Albert's farm.

UNITED STATES.

DEATH OF HENRY CLAY!

We have received per *Susannah Albatross*, dates from New York to the 23 inst. The chief item of interest is the death of the great American patriot and Statesman, the Hon. **HENRY CLAY**. He expired at Washington, in the presence of his son, Thomas, and Ex-Governor Jones of Tennessee, at 17 minutes past eleven o'clock, on Tuesday morning—June 29th. So gentle was the change from time to eternity, that for some moments it was doubtful whether he was dead or not. He was attended by the Rev. Dr. Butler, and retained his consciousness to the last:—“My son I am going—see me by me,”—these were the last words he spoke. The report of his death has been received in all parts of the country with unabated regret, without distinction of party or sect. He was seventy-five years of age, the 12th of April last.

(From the *New York Herald*.)

NEW LINE OF STEAMERS FROM NEW YORK TO QUEBEC.

We perceive by advertisement in our columns of this date, that a fresh impetus has been given to our daily increasing connection with the British Provinces, by the establishment of a line of steamers from our port, which are intended to sail bi-monthly, from Halifax and Quebec, calling at Pictou, Nova Scotia, Charlottetown, Prince Edward Island, Shetland, and Miramichi, New Brunswick, and from thence to Gaspe and Quebec. This is decidedly the most important line ever established for the development of the vast resources of the British maritime Provinces, and cannot fail to render essential services in the extension of our commerce with those noble portions of Queen Victoria's North American possessions.

These steamers will, in turn, be a line of peculiar interest, and will we hope, in the legal doubt, be the favorite “track” for travellers and their baggage, the navigating sea-borne of the northern shores of the continent. The scenery on the coast up to Canada is very fine, while an opportunity offers of visiting the interesting town and harbour of Halifax, with its superb bay and basin, then-skirting along the Nova Scotia shore, with its bold and wild points of interest, the gut of Canso will be steamed through, with Cape Breton on the right, that interesting portion of the continent, where the French received their first blow from the English and colonial forces, at the ever to be remembered Louisburg. Pictou will then be visited, with its fine settlements skirting the bay.

Then along Northumberland Straits, with New Brunswick on the one side, while the fair and fertile island of Prince Edward, with its verdure to the water's edge, lies smilingly on the waters of the gulf. The visit to Charlottetown, the capital of the island, with the fine harbor of Hillsborough, exceeds in beauty anything along the coast. The Island is becoming every day of more importance, and it has been very appropriately named the “Isle of Wight” of America. Its agricultural resources are great, while its exports in grain and produce are very valuable, which will be greatly extended by the line of Steamships. The Island extends along the gulf for 140 miles, and has a mean breadth of 46 miles, while extensive settlements, gentlemen's seats and fine farms, greet the eye for its entire length.

Miramichi, that great northern export of New Brunswick, is well-worthy of a visit; while entering the noble St. Lawrence, from Gaspé to Quebec, the scenery cannot be exceeded for beauty and loveliness. In a commercial point of view, this line will be of great value, and as an evidence of the interest taken in the inter-colonial traffic, the Legislatures of the various provinces have passed large amounts of money in furtherance of its operations. Now that the English Colonial Secretary in London has refused all aid to the great Halifax and Quebec Rail-road, the colonies will greet with pleasure this opportunity of communication by steamers, so opportunely carried out by one of their enterprising and talented landowners.

We must not forget, however, to give Uncle Sam his due merit of praise, for it was Major Norton, our highly efficient consul at Pictou, who first suggested the route from Pictou to Quebec, and on transferring his interest, the scheme was wisely extended, so as to communicate every fortnight with New York—the centre of the commercial wealth and development of the Western world.

The first steamer put on the route, which will be shortly followed by another, is the *Albatross*, of whose sailing and steaming qualities we recently spoke, in reporting an excursion made in her. She is counted by our ship-builders a clipper, and having all the modern improvements, will efficiently perform the noble service designed for her.—To the projectors, owners, and all interested in her, we predict a prosperous career.

THE SARATOGA.—The Marshal of Indianapolis, Indiana, has given the harbour to understand, that hereafter Sunay sailing will not be tolerated. During the recent visit of the Ambassador to the United States, he had issued a circular, forbidding all steamers to enter his port, articles of navigation, and keepers of every stable are enjoined not to hire horses or carriages for trips of noisy pleasure.

NOVA SCOTIA.

OUR YOUNG MEN.—Singing young men, “the bone and sinew” of the country—left yesterday, Thursday, in the Cliffs for Australia. They were conveyed on board at 1 o'clock, by one of the Dartmouth steamers, until the plausile and well-being of a large crowd of our citizens, who thronged the wharf from which they started. These young men were to whom many of our people looked forward, as those in whose hands the safety of our country, and the welfare of our posterity, lie. The emigration which reigns in the land of their birth! How they have a safe and happy voyage; and that prosperity abroad which they deserved of ever finding in Nova Scotia. The Rev. Mr. Bellamy, we learn, sent an exhortation to the passengers before their departure. The steamer was towed to Steamer's Reach by the Dartmouth steamer—*Broad No. 1.*

ACCIDENT AT BRISTOL.—June 24.—While James S. Thompson, Esq., (son of the Member,) was engaged in a new mill to-day, about six miles from his residence, his left hand came in contact with the saw, and was cut entirely off!—*Yarmouth Herald.*

NEWFOUNDLAND.

The Steamer *Cherokees* arrived on Sunday night with the Newfoundland mail.

She had a very rough passage, but behaved admirably.

The Passengers of the *Cherokees* saw the clipper ship *Chelone*, bound for Australia hence, sailing very fast, in a south east direction.

The *Cherokees* brought us copious files of Newfoundland papers, the most extraordinary feature in which is, the Lieutenant Governor's Speech on closing the Legislature, as follows:—

Mr. President and Honorable Gentlemen of the House of Assembly;—I feel it duty to call your attention to a session that has been protracted to a most unnecessary length.

Mr. Speaker, and Gentlemen of the House of Assembly:—I thank you for the support which you have voted for the public service. These shall be expended in the manner best calculated to meet the exigencies of the Colony, and to promote the efficiency of the Government of this Island.

Mr. President and Honorable Gentlemen of the Council:—

Mr. Speaker, and Gentlemen of the House of Assembly;—I feel it duty to call your attention to a session that has been protracted to a most unnecessary length.

Mr. Speaker, and Gentlemen of the House of Assembly:—

In closing this the last session of the present General Assembly, I must express my deep regret, that in place of the harmony and cordiality that marked the session, the legislative business was characterized by a spirit of mutual recrimination and acrimonious debate, which has been usefully devoted to the advancement of the interests of the Island, and the promotion of the welfare of inhabitants; and I must also add, that I feel disappointed, that after four years legislation, I have it not in my power to congratulate Newfoundland, on the benefits derived from your labours being commensurate, either with the length of time consumed in your deliberations, or with the necessary expense with which the same has been granted.

We learn from F. N. Gibbons Esq., the proprietor of the Newfoundland Electric Telegraph, that the enterprise meets with the best encouragement from English Capitalists and that Newall & Co., have contracted to lay the wires between Newfoundland and Prince Edward Island.

EMIGRATION TO AUSTRALIA.—The tide of emigration to Australia is rapidly increasing in force, and in every country it is the topic of conversation. At present no less than thirty-eight large vessels are announced to leave this port for Australia, before the end of August, while in addition to the west fleet, Messrs. Vianca, Lewis & Co. have recently announced the departure of two vessels for the same destination, one of them being built expressly for the trade. On Wednesday the Marin and *Hibernia* went into the

harbour in fine style, at 3 o'clock, after a rapid passage from Liverpool.

The left again at half-past 10 for Boston.

The Resistance (which was one of Nelson's War Frigates at Trafalgar), arrived at the Clyde on Saturday, June 18th, with the 43d Highlanders—16 days hence.

France is quiet—other continental news unimportant. We submit some extracts:—

In the last week, a million and a half human bodies have been buried in the London cemetery.

Lieutenant General Sir William Napier the historian of the Peninsular War, is labouring under a mortal illness.

The lover of shade had a highly scented dish set before him this week in the trial of a libel suit brought by the notorious Dr. Achilli against the no less celebrated Dr. Newman—the former a sonder from Roman Catholicism, and the latter from Protestantism. Achilli was charged with acts of seduction and debauchery time and place being sworn to by his alleged victim; but on the other hand, nothing out than that he never saw any of the woman in his life!

An *Assassin*, which in many cases proves fatal, has been raging among the nobility, aristocracy, and gentry throughout the country.

Within the last three years and a half ending on the 12th ult., there have been 2,279 persons killed and 773 injured by accidents in British mines.

Messrs. Hamm & Sutton, the American engineers, have patented a peculiar arrangement in locomotive machinery, by which the reversal of the motion is much simplified.

The anniversary of the battle of Waterloo was celebrated in Edinburgh by the inauguration of a public statue in honour of its renowned hero—the Duke of Wellington.

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Lord Colville Campbell retires from his office of private secretary to the Lord Lieutenant. The Mail states, that he has been compelled by professional duties to resign.

Since the attempted assassination of the Queen of Spain, her Majesty has avoided mixing with her subjects. She has dispensed with the usual practice of washing the feet of poor people on Corpus Christi Day.

A tailor, father of eight children, and sued for his debts, has just arrived himself at Bawle, in the gateway of his creditor, to whom by a letter found in his garments, he has bequeathed his body in payment.

The Earl and Countess of Derby had a dinner party on Saturday at their residence, St. James's Square. Among the company were the American Minister and Mrs. and Miss Lawrence.

The ship Northumberland has brought from Australia, a piece of pure gold weighing twenty-seven pounds and a half.

The *Sophomore* of Warewilles states, that a letter from Rome reached that port, announcing that three British men-of-war had arrived at Ancona, to protect Mr. Murray, sentenced to death by the tribunal of the consuls. Mr. Murray had been reprieved.

Captain Beechy, R. N., Captain Smith, R. N., and a third gentleman have agreed to go to Galway, to commence the inquiry ordered by government, as to the suitability of that port or Limerick for a pocket station.

The total number of persons who visited the Cork Exhibition, during the first five days after its opening was 7,360, and the number of two-shilling tickets sold at the entrance 1,697.

Lord Derby has supplied the vacancy at the Education Board, caused by the death of Archbishop Murray, by Mr. Blackham, the Chancellor. There is then, one Catholic less, and one Protestant more.

By an edict issued by the Emperor of Russia, all Jews who have fled from their native country, and forged passports to leave, shall be immediately tried by court-martial and punished, without appeal, with the extreme penalty of the law.

A project has been laid before the directors of the Crystal Palace Company, namely, that of laying pipes from Brighton, to convey the sea-water to capacious swimming baths in connection with the Crystal Palace at Sydenham.

The Rev. Mr. Maguire, P.P. of Enniscrone parish, has been arrested this week, by an order from the Commander-in-Chief, for having married some Protestant soldiers to Roman Catholic females.

The Rev. Mr. Thompson gave in bail to stand his trial at the ensuing assizes for Donough.

A large bell has been placed above the dome of the west end of the South-eastern Railway Company, which, by sympathetic electric action, falls every day, simultaneously with the bell at Greenwich Observatory, and thus indicates to all the west of London the true time.

On the 26th ult., a fishing-boat was run down by a brig bound for Lisbon and one of the crew was supposed to have been knocked overboard and drowned. A few days ago, however, the supposed dead was found, when he was brought on board by the brig.

His wife, on his return, immediately bound her widow's cap, and received him with every demonstration of joy.

SHIPS TO AUSTRALIA.—Owing to the extraordinary demand for ships, the London shipwrights have in many instances, struck for higher wages, and at some of the yards there has been no work done during the past week. Instances have occurred where vessels under repair had been announced to sail at a given date, but, in consequence of the strike, cannot be got ready, and other craft have been taken to supply their place. Shipwrights from Glasgow are now at work on the *Albatross*.

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