

## News Department.

From Papers by R. M. S. Canada, Sept. 26.

**THE LATE DUKE OF WELLINGTON.**—Though singularly free from every trace of cant, his mind was no stranger to the sublime influence of religious truth, and he was assiduous in the observance of the public ritual of the Church of England. At times, even in the extreme period of his age, some accident would betray the deep current of feeling which he never ceased to entertain towards all that was chivalrous and benevolent. His charities were unostentatious but extensive, and he bestowed his interest throughout life upon an incredible number of persons and things which claimed his notice and solicited his aid. Every social duty, every solemnity, every ceremony, every merry-making, found him ready to take his part in it. He had a smile for the youngest child, a compliment for the prettiest lass, an answer to the readiest tongue, and a lively interest in every incident of life which it seemed beyond the power of age to chill. When time had somewhat relaxed the sterner mould of his manhood, its effects were chiefly indicated by an unabated taste for the amusements of fashionable society, incongruous at times with the dignity of extreme old age and the recollections of so virile a career. But it seemed a part of the Duke's character that everything that presented itself was equally welcome, for he had become a part of everything, and it was foreign to his nature to stand aloof from any occurrences to which his presence could contribute. He seems never to have felt the flagging spirit or the reluctant step of indolence or ennui, or to have recoiled from any thing that remained to be done; and this complete performance of every duty, however small, as long as life remained, was the same quality which had carried him in triumph through his campaigns, and raised him to be one of the chief ministers of England and an arbiter of the fate of Europe. It has been said that in the most active and illustrious lives there comes at last some inevitable hour of melancholy and of satiety. Upon the Duke of Wellington that hour left no impression, and, probably, it never shed its influence over him; for he never rested on his former achievements or his length of days, but marched onwards to the end, still heading the youthful generations which had sprung into life around him, and scarcely less intent on their pursuits than they were themselves. It was a finely balanced mind to have worn so bravely and so well. When men in after times shall look back to the annals of England for example of energy and public virtue among those who have raised this country to her station on the earth, no name will remain more conspicuous or unsullied than that of Arthur Wellesley, the great Duke of Wellington. The actions of his life were extraordinary, but his character was equal to his actions. He was the very type and model of an Englishman; and, though men are prone to invest the worthies of former ages with a dignity and merit they commonly withhold from their contemporaries, we can select none from the long array of our captains and our nobles who, taken for all in all, can claim a rivalry with him who is gone from among us, an inheritor of imperishable fame.—*London Times.*

**THE GREAT INDUSTRIAL EXHIBITION OF 1853.**—The committee of this undertaking, in connexion with the Royal Dublin Society, have just issued the regulations under which their proceedings will be carried on. The lawn of the Royal Dublin Society has been fixed upon as the site for the Exhibition. The building will be provided for the exhibitors free from rent, and the productions of all nations will be admitted. The general plan for the division of the exhibition will be similar as far as practicable, to that adopted for the Exhibition of 1851, viz.—Raw materials, machinery, manufactures, fine arts. The reception of goods and articles will commence on the 1st of March, and none can be received after the 31st of March, 1853.

## FOREIGN.

**TERRIFIC ERUPTION OF MOUNT ETNA.**—*Pulermo, Aug. 24.*—Mount Etna has been in full eruption ever since the night of the 20th to the 21st of August. A dismal rumbling sound and three violent shocks announced that the ominous mountain was about to shake off its lethargy, and shortly afterwards on the southern side, in the Valle del Leone, at a place called Pietra Mussarra, two new craters burst forth, from which the most minute ashes continued to issue, covering the neighbouring lands, and being blown by the wind in columns towards the sea. To this eruption of ashes that of lava succeeded, precipitating itself in three impetuous streams down the slope of the mountain. One of these molten rivers spread towards Zaffarana, the other towards the territory of Milo, and the province of Gearre. The largest of these rivers of fire is two miles wide, ten palmi deep, and its current so rapid as to cover a space of 160 palmi in less than one hour.

**AUG. 25.**—Telegraphic despatch to the lieutenant-general of the province of Catania:—"The eruption increases, and the lava spreads towards Zaffarana Etna with a fearful rapidity. The cultivated lands and the rich vineyards are all covered by it. It has reached to within a mile and a half of Zaffarana. Measures have been taken for saving persons and property."

Telegraphic signal of August 26, of Catania:—"Last night the lava advanced to within one mile of Zaffarana Etna. The damage done to the vines is immense. The inhabitants have all abandoned the country, and sought refuge in places of safety. The intendente on the spot.

Milo and Zaffarana are distant fifteen miles from

the crater of Mount Etna. We have received a letter from Castiglione, in Sicily, of the 25th, which states that the lava had reached to within a few yards of the houses of Zaffarana Etna. All the inhabitants had fled from the villages.

The following letter has just reached us from Catania, dated August 30:—"Yesterday afternoon we arrived at Zaffarana. The stream of lava is to be seen from the last houses of this village, within gunshot.—Even from that distance it spreads a terrific heat.—The manner in which the fearful torrent advances is really singular, and it cannot be understood, unless seen. It moves on slowly without interruption. The most advanced wave, if I may so call it, shoots up at the slightest obstacle it meets in its path, dispersing rivulets to all sides; the mass circles round them, grows smooth again, and proceeds. A continued crushing and bursting is to be heard, as of glass in the fire—no other sound—and in the meanwhile immense damage is done. Every now and then a stoppage denotes that the stream has encountered a large obstacle, or water. By day all this great mass has a reddish grey aspect, with something glassy and polished. It is impossible to describe its appearance by night. That stream of living fire, those clouds of cinders and sulphurous vapours, cannot be portrayed in words. It is horribly sublime. The river of lava becomes a species of coating above the surrounding lands, and as it grows cold, fresh sheets of fire spread over it."

## UNITED STATES.

**OCEAN TELEGRAPH.**—A scheme is on foot in England to establish an Ocean Telegraph Company with a Royal Charter. It is proposed to carry telegraph wires from John O'Groat's House in the Land of Cakes through the Orkneys, Ferroc Islands, Iceland, Greenland, Labrador, to Quebec. By this route about, there will be five resting places, where the lightning chemistry may be renewed, thus leaving all the circuits less than 500 miles long. The great objection that no electric battery would be sufficiently powerful to fill the whole circuit of the Atlantic, between Newfoundland and Galway, would be thus obviated.

This is an arduous business, but perfectly feasible. If such a system were in working order, what an astonishing piece of business it would be to receive on this continent, every morning, the English, Scotch and French news of the preceding day! And yet this is what we shall witness within the next seven years. If our grandfathers, could come out of the grave to listen to such news, the shock of it would kill them all again.—*International.*

**THE CRYSTAL PALACE.**—The work on the Crystal Palace, in New York, is rapidly progressing, and it is expected that the building will be ready for the occupation of goods early in the spring. The whole part of the iron castings will be delivered by the 15th of December, and the mason work is already more than half done.

## COLONIAL.

**ADELAIDE, SOUTH AUSTRALIA, APRIL 15, 1852.**—*Earnings and Expenses of a Party of Gold-Diggers.*—My anxiety to reach the favoured spot limited my stay in Melbourne to a few hours. I left on the afternoon of December 29, with about 200 Adelaide men and two large drays, one drawn with five, and the other six horses, containing all our luggage, tools, tents, and requisites. The distance from Melbourne is 80 miles, a somewhat tedious journey, in consequence of the heavy hilly roads. Our goods did not arrive until Saturday, the 3d of January; but we ourselves pushed on and reached there on the 1st of January. The first appearance of the diggings is a very curious sight. Thousands of tents are studded about in all directions, as far and farther than the eye can reach. Mount Alexander itself is the highest of a numberless quantity of hills arising in rapid succession for miles; between each of these hills is a gully sloping either to the north or south, which open themselves into a variety of creeks, running in a serpentine direction from east to west. The creeks now at work are Forest Creek, Friar's Creek, Barker's Creek, Campbell's Creek, Bendigo Creek, and the River Loddon, all varying in distance from each other. The Forest Creek is the most central, and is favoured with the best office, the distance of which from Bendigo is 30 miles, from Friar's 5 miles, Campbell's 6 miles, Barker's 4 miles, and the Loddon 7 miles, but yet the whole district, containing hundreds of square miles, is known as Mount Alexander. It is an interesting sight to walk along any one of those creeks and see the washers all at work. There are two men in a working party—one to cradle, the other to puddle the earth and bale water for the cradler. The quantity of gold in a load of earth varies according to the richness. We have got as much as 15 ounces, and as little as half an ounce. Two men can wash three loads per day, while the same quantity will take four men the day to dig out and raise to the surface; hence six men can work three loads per day. If each load yields one ounce we reckon it pays. The first operation after arriving on the diggings is to select a spot where to dig, and this choice is a lottery. No one can guide you. If fortune attend you, you may hit upon a good hole the first time, if not, you may have to dig a dozen before you realise any return. I know many who have worked four or five weeks, and returned with sums varying from two to five, and even seven hundred pounds worth of gold, and one party of five men got 249lb. 9oz. of gold between them. Our party was five in number, and worked nine weeks, and the result of our exertions will be as follows. I will give you each week's earning, so that you may see the progress of a digging party. I will also give you the exact

amount of expenses, so that you may meet any queries about heavy licenses, extortionate charges, and expensive living, which is all humbug:—

	oz.	dwt.	grs.
For the week ending Jan. 10	17	5	12
" "	21	5	10
" "	31	17	0
" Feb. 7	16	10	0
" "	11	18	10
" "	21	10	0
" "	28	40	0
" March. 0	39	0	0
Two days	9	3	10
	129	180	17
For 500 men	Lbs. 15	0	17
For each man	Lbs. 3	1	7
Travelling expenses from Adelaide to Mount Alexander and back to Adelaide, including carting at the mines.			£71 1 0
Cost of tools.			8 1 10
Paid for licenses at 30s per month each			22 10 0
Cost for food at the Mount			24 8 7
			5) £129 1 11

Total expense of each man £25 4 1

By these statistical figures you will get the exact balance of our labours. Each man's return of 3lbs. 10z. 8grs. at £3 10s per ounce, a trifle below its price in Adelaide, will give £130 15s 8d, or, after deducting £25 4s 4d expenses, leaves £105 11s 4d clear, nearly £12 per week for the nine weeks we were on the diggings.

## NEW BRUNSWICK.

We have much pleasure in publishing the official account of the negotiations of the European and North American Railway Company with William Jackson, Esq. M. P., by which it will be seen that a Contract has been made not only for the construction of that great line of railway which is to form a link in connecting the old world with the new, but also for an extension of the line to Shediac and Miramichi, and a branch line to Fredericton. Our contemporaries have already furnished to the public full particulars of the terms of the Contract, but as they are not quite correct in some points, we will give a short outline of the agreement. The basis of the arrangement was, the proposal of Mr. Jackson to Mr. Chandler in London, as accepted by the Company and the Executive Government. By this it was arranged that the Province should advance half the cost of the Railway, taking Stock for one quarter and giving a loan for the other, the Contractors to take £100,000 in Stock, and the Bonds of the Company for the other half; and in addition, that the five miles of land on each side of the Railway, granted by the Facility Bill, should become the property of the Company.

The terms, as modified in sundry conferences between the Executive Government, the directors and Mr. Jackson, are, that the Land Facility Bill should be given up, that instead of half the cost, the Province should only be required to take an interest to the extent of £3000 sterling per mile in the Railway, and that instead of making £350,000 in Stock, the £250,000 already secured by the Facility Bill would be only required, and the balance by way of loan. The Contract is final for the line from the boundary of Maine to the boundary of Nova-Scotia, with a branch to Shediac. The price is fixed at £6,500 sterling per mile, for the portion of the line to the Eastward of St. John, and the price for the line to the Westward will be more or less as the survey and estimates may determine. The line between Shediac and the Bend is to be first constructed, and the whole is to be completed on 1st July, 1857. The extension to Miramichi and the branch to Fredericton will be constructed on like terms when required by the Executive Government.

The bargain has been made subject to the action of the Legislature, but as it has been sanctioned and adopted by the Government, and is in itself calculated to advance the prosperity and develop the resources of the Province, without calling for more Provincial assistance than can be easily and safely afforded, we are inclined to think that the measure will pass unamiss.

The Legislature will meet on 21st October. It ought to be a source of pride to every Provincialist to find that when a great question of PUBLIC GOOD like this, comes to be discussed, former differences and party strifes are thrown to the winds, and New-Brunswickers of all parties and of all classes can unite on one platform to advance the general prosperity.

The successful issue of this momentous negotiation is owing chiefly to the honourable, judicious, and energetic course pursued by the Executive Government; any trimming; any faltering; any want of business-like decision and straightforwardness, when dealing with such a man as Mr. Jackson, would have at once terminated the whole proceedings; and we believe that it was chiefly owing to his finding amongst us this unanimity and public spirit, that we are indebted for terms which would be gladly accepted by any State of the Union.

We notice that the Stock of the Quebec and Richmond Railway Company, for which Mr. Jackson has contracted at the same price as for our line, was at once taken up in London, and we have no doubt that ours will meet with a like good reception. Mr. Jackson was, we believe, much impressed with the fact, as calculated to insure the future good management of the Company, that the present Directors, although representing only twenty-five thousand pounds of Stock, fought as hard for good terms as if they were to own the whole road. As Railway schemes are now so common