Haszard's Gazette.

VOL. 22. CHARLOTTETOWN, PRINCE EDWARD ISLAND, TUESDAY, JULY 13, 1852. NO. 1166.

Charlottetown Horticultural Society,

UNDER THE PATRONAGE OF HIS EXCELLENCY SIR ALEXANDER BANNERMAN AND LADY BANNERMAN.

THE CHARLOTTETOWN HORTICULTURAL SOCIETY will hold their first Exhibition of Flowers, Fruits, and Vegetables, by the kind permission of Sir Alexander and Lady Bannerman, in the Government House Grounds, on WEDNESDAY the 14th JULY next, when Prizes will be distributed to the Exhibitors of the following articles, viz.:—

FLOWERS IN POTS, (HOUSE PLANTS.)

For the best Geranium, For the best Myrtle,
Do. 2d do. do. Do. do. Fuschia,
Do. 3d do. do. Do. 2d do. do.
Do. best Cactus, (Prickly,) Do. best Monthly Rose,
Do. do. do. (Smooth,) Do. 2d do. do.
Do. do. Carnation, Do. best Chinese Primrose, (white.)
Do. 2d do. do. Do. do. do. (colored.)
For the best Seedling Geranium of last year.

For the best collection of House Plants, in Pots, the property of one person, but not to include any Plant that shall have taken either of the foregoing Prizes.

FLOWERS GROWN IN THE OPEN AIR.

For the best Bouquet of Moss Roses,
Do. do. do. containing the greatest variety of Roses of all sorts,
Do. do. do. of miscellaneous Garden Flowers, the produce of one Garden,
Do. 2d do. do. do. do. do.
Do. best Six Pansies, or Heartsease,
Do. do. Balsam,
Do. do. Foxglove.

FRUITS.

For the best Melon,
Do. do. Dish of Strawberries, not less than one pint,
Do. 2d do. do. do.
Do. best Dish of Goosseberries, not less than one quart,
Do. do. do. Red Currants, do.
Do. do. do. White do. do.
Do. do. do. Black do. do.
Do. do. do. Amber Raspberries, do.

VEGETABLES.

Best quart Green Peas, Best 3 heads of Lettuce,
Do. do. New Potatoes, do. do. Cabbage,
Do. doz Carrots, do. hundred French Beans,
Do. do. Onions, do. 6 stalks Rhubarb,
Do. do. Turnips, do. Cucumber,
2d do. do.
Best Basket Vegetables, the produce of one Garden.

A Prize or Prizes will be given for any Plant or Plants, of extraordinary merit, that may be exhibited

Persons wishing to compete, to send their specimens of Plants in Pots to the Stand in Government House Grounds, on the day of the Exhibition, between the hours of 10 and 11, a. m.

For the receipt of other articles, the Committee will be in attendance until 1, p. m., after which, no specimen can be received.

The Public will be admitted by Tickets ONLY. Family Tickets, to admit four, 4s. 6d. Single do., 1s. 6d.—To be had at the Book Stores of Messrs. STAMPER and GEO. T. HASZARD.

The hour of admission will be at 2, p. m., at the guard-house gate alone.

Competitors and Contributors will have from after 6, p. m., to remove the plants and other articles.

JOHN LAWSON, Secretary.

June 29, 1852.

Royal Agricultural Society.

Prizes for Fields of Grain and Turnips in Queen's County.

	£	s.	d.
FOR the best two acres of Wheat	£2	0	0
Second best, do. do.	1	0	0
Best two acres of two-rowed Barley	2	0	0
Second best do. do.	1	0	0
Best ¼ acre of Indian Corn	2	0	0
Second best do. do.	1	0	0
For the best acre of Swede Turnips,	4	0	0
Second do do.	3	0	0
Third do. do.	2	0	0
Fourth do do.	1	0	0
Best acre of Yellow Turnips	2	0	0
Second do do.	1	0	0

Competitors to send in their names to the Secretary in Charlottetown on or before the First of August next, for Grain; and on or before the 1st September, for Turnips.

The fields of Grain to be inspected, and the Prizes adjudged on view, immediately before Harvest.

The fields of Turnips to be inspected during the last week in October, and the competition confined to Turnips grown in Drill.

By Order,
CHARLES STEWART, Sec'y.

May 5, 1852.

Cattle Shows and Ploughing Matches, 1852.

THE Annual CATTLE SHOWS will be held this year, at the times and places undermentioned, viz.:—

In Queen's County, at Charlottetown, on Wednesday, the 29th of September.

In King's County, at Finlay's Cross Roads, Lot 51, on Friday, the 1st October.

In Prince County, at St. Eleanor's, on Tuesday, the 5th of October.

PLOUGHING MATCHES.

In Queen's County, on Thursday, 14th October.

In King's and Prince Counties, on the day of Cattle Show.

An Industrial Exhibition,

At which Prizes will be given for articles of *Domestic Manufactures* and *Agricultural Products*, open to competition from all parts of the Island, will be held in Charlottetown in November next.

Full particulars will be made known in future Advertisements.

Sale of Live Stock of Improved Breeds.

A SALE of LIVE STOCK, of Improved Breeds, will be held in *Charlottetown*, on *Wednesday*, the *Twenty-ninth* day of *September* next, being the day of the Cattle Show, under the direction of the Committee of the Royal Agricultural Society. All persons having Cattle or Sheep, of an improved breed, to dispose of, are requested to send in their names to the Secretary of the Society, together with the pedigree and age of the animal, on or before the 1st day of August next, and the Secretary will enter the same in a book kept by him for that purpose. On the completion of the list, an Advertisement will be inserted in the Island Newspapers, and also in some of the papers published in the Provinces of Nova Scotia and New Brunswick, containing a correct list and description of the animals entered for sale. The Society will make arrangements with an Auctioneer to sell the Animals, for a small commission, which will be the only charge to the seller. The owner will be allowed to buy in the animal, if he shall not be content with the highest bid, in which case no charge will be made. In order to keep up the character of the Stock, then to be offered for Sale, under the auspices of the Society, the Society reserves to itself the right of rejecting any inferior animal when brought to the ground.

By Order,
C. STEWART, Secretary.

Charlottetown, May 19, 1852.

I HEREBY Certify, that I have examined and tested the COAL and HAY SCALE belonging to Mr. T. B. TREMAIN, and found it correct.

JOHN BOVYER,
Assayer of Weights and Measures.

Charlottetown, 28th June, 1852.

POETRY.

WRECKED.

Night o'er the stormy sea
Her dusky wing unfurls;
The tempest's revelry
The stout ship wildly whirls;
And clouds, like goblins grim,
Frown round those gallant men—
Hope's light is growing dim
Ne'er to revive again !

The lightning fiercely leaps
From sky to sea of fire,
The wrathful thunder sweeps
Its weird and giant lyre—
The streaming sails are rent,
The masts now groan, now fall—
Darkness is fitly sent,
The wreck'd ship's funeral pall !

The waves are dashing higher—
The faithful plank is broken;
One flash—their bark, their pyre—
Few farewell words are spoken—
Sea-monsters wistfully
Await their death-doomed prey—
Their ship, the sea, the sky,
All blazing, fade away !

God save those valiant hearts !
Sunk in the treacherous waves,
Their gasping breath departs,
And nameless are their graves.
The wailing winds their dirge,
Are hymning mournfully;
The bounding billow surge
Their requiem must be !

Morn from that drear, dark night,
Wakes radiant and fair,
Wide streams her rosy light—
Nor storm, nor ship is there;
No ripple marks the spot
Where men so madly strove—
Her death-fraught rage forgot,
All nature smiles with love !

So many a mariner
On Passion's sea is tossed;
And in the stormy stir,
Now struggles—now is lost;
But life whirls gaily on,
Unmindful of his fate—
Not all the bad are gone—
Not all the good are great !

Miscellaneous.

THE EFFECT OF DEPRESSION.

This involves one of the most curious phenomena in economica science. When an interest is depressed, it does not always happen especially in the first stage of depression—that the labourers attached to the interest feel immediately the consequences of the decline. Agricultural wages, for example, do not fluctuate according to the price of wheat. The retrenchment which is necessary in consequence of lessened returns, usually becomes effected, in the first instance at least, by curtailment of personal expenditure on the part of the cultivator—by abstinence from purchases, not necessary indeed, but convenient—and by that species of circumspect, but nameless thrift, which, at the end of a year, makes a very considerable difference in the amount of tradesmen's bills. This kind of retrenchment is the easiest, the safest, and the most humane; and it is not until the depression is so great as to render other and more stringent modes of economising necessary, that the agricultural labourer is actually made to feel his entire dependence upon the land, and the interest which he has in its returns. The small tradesmen and dealers in the country and market towns are usually the first to discern what is called the pressure of the times. They find that the farmers are no longer taking from them the same quantity of goods as before; that their stocks, especially of the more expensive articles, remain on their hands unsold; and that there is no demand for novelties. If the depression goes so far as to necessitate a diminution of rental, then the same economy, but on a wider scale, is practised by the landlord. Expensive luxuries are given up, establishments contracted, and the town's-people begin to complain of a dull season, for which they find it impossible to account, seeing that money is declared to be cheap. All this reacts upon the artisans very severely; because in towns, labour has a far less certain tenure than in the country; and when there is a cessation of demand, workmen, however skilled, are not only liable, but certain to be dismissed. If the shopkeeper cannot get his goods off his hands, the manufacturer need not expect to prevail upon him to give any further orders. The demand upon the mills becomes slack, and the manufacturer, finding that there is no immediate prospect of revival, considers it his duty to have recourse to short time.—*The Democratic Confederacy, in Blackwood's Magazine.*

JOHN HOWARD PAYNE.—Until Mr. Payne's death, it was not generally known, that he was the author of '*Home, Sweet Home !*' The fame of the poet had been eclipsed by the very beauty of his poems. The following is from an American paper :—

'The little song that he has bequathed to his countrymen, gives him full assurance of an immortality, honored and grateful —It has been sung with simple and rude earnestness in the humblest hovel; and at the time the news of his death was received, Tripler Hall was echoing to its beautiful language, as it fell from the lips of Jenny Lind. It is a priceless gem of song. Every body knows it; every body has been soothed by it at home, and has wept over its sweet suggestions when abroad. It is for ever associated with the dearest spot on earth, and is enshrined in every heart, while it links the author's name by golden chains to all futurity.'

GALVANISM—ASTHMA.—Perhaps in no disease is galvanism of greater value than in cases of asthma. Dr. Wilson Philip, particularly recommends it for this complaint. In nearly every case of asthma I have had, I have been successful. A lady of Torquay was brought to me in a carriage, so dreadfully afflicted with the asthma, that her friends imagined every moment she would be suffocated; indeed, it was enough to make one's heart ache to witness the agonies she was enduring. I placed her under the action of the galvanic apparatus, administering it so weak that she was scarcely aware I was galvanizing her at all. In ten minutes her anxious friends, as well as myself, noticed that the breathing was getting easier; in five minutes more she exclaimed, 'Thank God, I am relieved !' She was now breathing quite freely, and told me, that she wished she had tried it years ago, and had not listened to the advice of her medical attendant, who was continually ridiculing galvanism. In one month she left me, quite free from the complaint ! I have lately been informed, that she mounts a hill with the hilarity of a young girl.—*Halse on Medical Galvanism.*

WORKS OF FICTION.—Many works of fiction may be read with safety, some even with profit; but the constant familiarity, even with such as are not exceptionable in themselves, relaxes the mind, which needs hardening; dissolves the heart, which wants fortifying; stirs the imagination, which wants quieting; irritates the passions, which want calming; and, above all, disinclines and disqualifies for active virtues and for spiritual exercises. Though all these books may not be wicked, yet the habitual indulgence in such reading is a silent mining mischief. Though there is no act, and no moment, in which any open assault on the mind is made, yet the constant habit performs the work of a mental atropy—it produces all the symptoms of decay; and the danger is not less for being more gradual and therefore less suspected.—*Hannah More.*

TEACH CHILDREN HOW TO USE MONEY.

Show the child early the use of money; its use in obtaining necessaries, and in promoting works of benevolence. Train the child in the right direction as to the estimate of money, as to its use, and as to the objects on which it should be expended In after-life he will have much to do with it: teach him betimes to handle it aright. It is of much practical importance that young children should be accustomed themselves to have, to keep and to use money. They should not only by precept be taught, but by experience trained, to know that it is wrong to throw it useless away, and to know the blessedness of giving for the good of those that need. There is more power, than most of us are yet aware of, in the practice of letting children have some pence of their own, to be laid out according to their own judgment, or given in charity on the impulse of their own will. Of course there will be a continuous effort to imbue the child's mind with correct ideas; but there should not be direct interference with the freedom of his act. I would rather see an occasional mistake, which might afterwards be turned to good account, than make him a mere agent in executing my order. It is not his hand, but his will, that is to be evercised, and influenced, and trained. It is but a little act, the miniature, as it were, of a good deed; but it derives its importance from being the act of a little *man*,—one who will soon be acting a man's part on the wide arena of the world. The infant is the germ of the man. The infant's habits, and likings, and actings are the rivulet, already settling its direction, which will soon swell into the strong stream of life.—*Rev. W. Arbot.*

EDITORS.—The life of an editor is comparatively short. He wears out before his time. The exacting toil he pursues, which is rarely, or never broken by a solitary day of relaxation, shatters his nerves, exhausts his vital energies, and makes him gray-haired almost in middle age. To him the course of nature is reversed, and night is turned into day. He labours when other men sleep. Nothing tell sooner on the constitution than this. The close room in which he usually sits, the stifling odours of damp newspapers from mail, and the blinding glare of the glas-lights increase the wear and tear upon his system, so that he is a fortunate member of his profession if he does not give out entirely before he is fifty years old. Nothing but distinguished success and the consequent ability to lighten his toil by employing substitutes, can save him from the irresistable doom.

[The above, taken from the Boston Museum, is a true picture of an editor's life. Who covets it?]

From late Papers.

ENGLAND.

THE SUBMARINE TELEGRAPH BETWEEN ENGLAND AND IRELAND.

The following extremely interesting history of the submarine telegraph between Holyhead and Howth, is given by *Saunder's Dublin News Letter.*

This undertaking, which has been so suddenly and unexpectedly executed, and which has more or less taken the public by surprise, is now complete, and its success certain. It certainly appeared to have been hitherto shrouded in unnecessary secrecy; but the fact was, that there were but few engaged in the gigantic enterprise, and those few have been up to this moment unremittingly and absorbingly engaged in its performance. There were other reasons for reserve; the task was daring, difficult—and, in respect to distance, unprecedented; the projectors, some private individuals, might fail under one or other of the numerous accidents to which it was liable, and they might become subject to the charges of rashness and incompetency Publicity is, no doubt, serviceable to a powerful and chartered company; in it the responsibility is divided, and personal risk in the event of failure is consequently diminished; but a speculation attempted by an individual, and yet of great national importance, is differently circumstanced. However, the Howth and Holyhead Submarine Telegraph is now an established fact, and it promoters are well worthy of the earnest congratulationss of all who are capable of appreciating the attributes of decision, energy, and skill. It is to Messrs. Newall & Co., of Gateshead-upon-Tyne, assisted by the Gutta Percha Company of London, that Europe and America are indebted for the Howth and Holyhead Submarine Electric Telegraph.

Three several companies had been advertised for telegraphing across the Irish Sea; the usual means for alluring shareholders, electing directors, appointing agents, engineers, &c., had all been put into operation. These necessarily ponderous and unweildy corporations were slowly and laboriously proceeding to put their much-talked-of schemes into practice, when about three weeks ago, the idea flashed across the mind of Mr. R. S. Newall, 'This Irish telegraph will be a paying concern; it will not require much capital. The firm with which I am connected, have facilities for doing the thing—why should we not set about it and do it at once ourselves ?' He accordingly explained his views to his partners, got their consent, and immediately applied to Samuel Statham, Esq., conductor of the Gutta Percha Works, City Road. 'Can you supply us with eighty miles of telegraph wire, doubly covered with gutta percha, within a fortnight ?' 'I'll try,' was Mr. Statham's response; and accordingly it was commenced and finished within the time agreed on, being latterly done at the rate of twelve miles a-day. The coated wire was then sent down to Gateshead-Tyne to be surrounded with twelve galvanised iron wires, twisted round it in a spiral. The cable being finished, Mr. Newall called on Mr. Statham last Tuesday week, and then for the first time told him the object for which it was manufactured. It was agreed, that Mr Statham should bring a staff of assistants, and the requisite apparatus, to Holyhead the next day to meet the wire. The Admiralty was communicated with, and kindly sent down Captain Beechy, R. N., to give his valuable advice and assistance; and they also lent the Prospero government steamer, Lieut. Aldridge, R. N., to aid in carrying out the undertaking. Meanwhile the Britannia was hired to bring the Cable from Whitehaven, and afterwards pay it out from Holyhead to Dublin.

The enormous cable, eighty miles in length, weighing a ton per mile, and all in one continous piece, was wound up in immense coils, placed on trucks, one after the other, and drawn by steam from Newcastle-upon-Tyne to Whitehaven—from one side of England to the other. The Britannia, as has been stated, steamed to Whitehaven to take it on board, when, unfortunately, it was found that the entrance to the dock was too narrow to permit the vessel to enter. The coils had to be replaced on trucks, and carried to Maryport, where they were at length embarked, and speedily conveyed to Holyhead. Now, it might be hoped, that all difficulties had been overcome, and that there was nothing to do but to lay down the line; but Mr. Statham, who had already achieved the Dover and Calais connextion, knew too well the dangers and accidents to which those concerned were liable, in the event of a gale, to trust any thing to chance, or proceed one step further without a careful preliminary inspection. The insulation of the copper was tested, and found to be defective; then the portions stowed in the various departments of the ship were examined separately, and at last it was ascertained, that the fault lay in some eight miles of the line lying in the bottom of the hold. There was nothing for it but to disembark the leviathan bulk, and to track it step by step to the exact seat of the defect. This was accordingly done, the fault remedied, and by Tuesday morning the giant rope was in readiness to be placed in its abiding home.

Early in the morning, the Britannia, under the command of Captain Brown, and towed by the Prospero, under Lieutenant Aldridge, R. N., commenced paying out the cable, according as it sunk by its own weight to the bottom of the sea, along the route from Holyhead to Howth. There were on board, besides the officers and crew, R. S. Newall, Esq., with a gang from the Gateshead Works; Samuel Statham, Esq., with a party from the Gutta Percha Works; Thomas Allan, Esq., the inventor of a new telegraph instrument; and Mr. Reid, jun., L. D. Gordon, Esq., (Mr. Newall's partner) had previous departed to Dublin, to supervise the land line from the latter city to Howth. Occasional difficulties were experienced in the paying out of the coils; but they were all overcome through the skill and energy of Messrs. Statham and Newall. Slowly the vessels ploughed on at a rate varying from three to five miles an hour; and at length, between seven and eight o'clock on the same evening, the Britannia anchored off Howth. An electric current was sent through the wire to Holyhead, and the returning answer brought the pleasing intelligence that the line was all right throughout, and perfectly insulated. The portion of cable requisite for completing the connexion with shore and land line was now laid down, and the parties engaged in this arduous undertaking sought some repose, after nearly two days and night of excessive and harrowing exertion, about day-break on Wednesday morning.

It might be supposed that every thing was now smooth and prosperous. Buoyant with hope, those who had already suffered so much in the attempt went down at noon on Wednesday, to the Amiens-street terminus, to test the success of their enterprise. The batteries were put in action, the wires were connected, and, they anxiously waited a reply, but none arrived ! They telegraphed to Howth and were answered—the fault was further off than the land line. An express train was provided, and they dashed down to Howth. Again they telegraphed to Holyhead from the shore—no answer ! They took a boat and rowed to the ship. A message sent to Holyhead, brought back the reply that 'all was right there.' It was now manifest, that the fault lay somewhere between the Britannia and the shore.

It was necessary again to take up this portion of the line, and test it little by little. The defect was probably caused by the straining of the ship upon a line comparatively short. When discovered, it was soon remedied on board. It was again recoiled into an open boat, the crew of which made a renewed attempt to lay it down to the shore. In the mean time Messrs. Statham & Newall proceded to shore in another boat with the instruments, but when they overtook the boat which had been paying out the cable they found it at a stand, the crew having managed to sink the whole line still some distance from the shore. Again Mr. Statham had to return to the ship, get another mile of cable uncoiled, recoil it in the boat, and then row to where the deficient extremity of the cable remained; and there, in an open boat, at two o'clock a. m., with the aid of a little burning spirits, to solder the wires, reunite the gutta percha, and restore the cable to a continuous and insulated whole. This was effected, the remaining distance to the shore laid down, and that night of toil was at length repaid by a success the most ample and complete. On Thursday the Britannia let go the cable and stamed away; while those on shore, after repeated experiments, were satisfactorily convinced, that the communication with Holyhead was now at length without impediment.

NEW GALVANIC BATTERY.

During the week we have had an opportunity of witnessing the effects produced by a new Galvanic Battery, lately patented by Mr. Martin J. Roberts, a gentleman whose name is well known in the scientific world, as having previously introduced several valuable applications of electricity. This gentleman has made the important discovery, that certain metals, hitherto considered almost electrically inert, will, by the excitement of certain acids in a particular form generate a most powerful current of electricity. This combination of metals and acids, after having generated the electricity, becomes a product of immense demand and commercial value in our manufacture, and will realise considerably more than the first cost of the acid and metals, so that an unlimited supply of electricity is obtained without any expense.

In applying this discovery to practical purposes, a Galvanic Battery has been contrived, as simple and efficient as can be desired, obviating the numerous objections that have been raised against the old forms. In the best of these, porous cells were used, the positive plates were amalgamated, and a double exciting fluid employed. In Mr. Robert's invention, porous cells are dispensed with, the positive plate is not amalgamated, a simple exciting fluid is used, the product obtained from the battery is insoluble; consequently, it falls to the bottom of the cell, leaving the supernatant fluid clear to act on the plate, which, by a perfect arrangement, remains strong; by this, and a water regulation, the current of electricity may be maintained in full force for days and weeks together, without any change of fluid in the battery; there is also no chance of a deposit on the negative plate of any extraneous metal, which was a great evil in all the old forms—in the new one there is no metallic salt from which a metal can be precipitated.

The battery has been some months privately at work, and has been inspected by some of the most eminent scientific men of the present day, among which we may enumerate Professor Faraday, Sir David Brewster, &c., who have expressed their approbation of the invention in most unqualified terms. A light of great intensity and more uniform action is produced. The metals used are tin and platinum, and the liquid which acts upon them Nitric Acid. The combination formed by them is a product which when mixed with an alkali, is converted into a valuable mordant for dyeing purposes ; its sale pays the entire cost of electricity ; and, besides leaving a surplus profit, the invention may be applied to the production of heat, light, and motion, to an indefinite extent.

The discovery of a new means of obtaining electricity, without cost, can only rank with that of steam, and may have a greater influence on society than even the discovery of that powerful engine, which gives motion only, while cheap electricity gives us light, heat, and motion, and, what is of greater importance, the power of unlimited chemical decomposition. Its influence on the arts will be such as few at the present moment can conceive. Several valuable chemical processes have for years been in abeyance for want of cheap electricity, and, now this desideratum is obtained, a great impetus will be given to the application of chemical science and the arts in general.

A TALL BRIDGE.—A bridge is to be constructed over the Genessee River, at Portage, for the Hornellsville and Buffalo Railroad, which will be 234 feet high, and, when completed, will be one of the grandest specimens of art in this country. Only think of a locomotive, with a train of cars, running in the air higher than the top of Bunker Hill Monument !

NEW TELEGRAPH LINE.—A contemporary says, that several gangs of hands are now at work on a new Telegraph Line from Hamilton to Quebec. The poles are being delivered on the route west of Kingston. The erection of over one hundred miles of poles will be completed next week, when the wiring will be commenced. An office is to be established in Kingston. The wire goes by the way of Prince Edward District, crossing the Bay, under water, at Lambton's Landing. Business offices are to be opened at most of the villages on the route. The line is to connect at Hamilton with a new line from Buffalo, and also with a new line from Detroit, by way of Port Sarnia and London. Three branch lines leading to it, from ports on the North side of Lake Erie, are nearly finished. The portion from Kingston to Quebec will be finished by the fall. The total number of miles of telegraph that will be erected in Canada this season, will be above a thousand.

AUSTRALIA.

The merchant ship *Vimeira* had arrived at Portsmouth from Sydney, bringing advices to March 10, three weeks later than before received. She brought gold from the Australian Diggings to the amount of £25,000, with 26,000 bales of wool. The *Gen. Hewett* sailed on the same day, with 18,187 ounces of gold, valued at £61,285.

New mines were being daily discovered. The yield at Sydney and Port Philip was daily increasing, and thousands were flocking to the mines. A vigorous stream of emigration was setting in from California and the South Sea Islands, and hundreds of American diggers might be seen walking the streets of Sydney, working towards the gold regions.

The new settlement of Canterbury was deserted, Wellington and Auckland were nearly in the same condition, and at Van Dieman's Land a similar result was expected.

Advices from Sydney, by the *Vimeira*, state, that the gold expected from that port on the 7th and 10th, including the amount in that ship, was £303,000.

We congratulate the Australian Colonies, and those great and important interests which are connected with them, on the wise and conciliatory course with reference to the revenue derived from gold, announced by Sir John Pakington in the House of Commons last night.—The very existence in these Colonies of any species of enterprise, requiring the union of labor and capital, depends upon the possibility of raising a revenue from the enormous proceeds of the mines. If the miners are to be allowed, as hitherto, to appropriate to themselves almost the whole of this public property, there is no private adventure, however profitable, which can possibly be carried on. The question then is, whether a larger revenue can be raised by leaving its imposition and collection in the hands of the Home Government, or by transferring these duties to the Local Legislatures, presided over by their Governors. There is at this time of day, no question as to applying this money for Imperial purposes. The point Sir John Pakington had to decide was whether the gold revenue should be levied by the Home Government, to be applied to the purposes of emigration, or by the Colonial Government, to be applied to lighten the general taxation. The Home Government has but a feeble interest in raising this revenue, and in exercising so unpopular a power, would be sure to draw down upon itself the hearty opposition of the whole Colony, and the effect would probably be, that no revenue at all could be collected. The Colonial Legislature, on the other hand, would have the strongest interest in raising the revenue, and would be supported in its efforts by the unanimous opinion of all who would benefit by its success,—that is, of all not immediately interested in mining operations. It seems, besides, only fair that the Colonies, which are called upon to bear the expense of the troops required in consequence of the discovery of gold, should be allowed to manage and spend the revenue arising from that source. We can have no