

We can reap and thresh eight or nine acres per day, in good hot weather. We paid £70 for the machine. There is a comb in front about 4 1/2 feet wide, the teeth of which are only wide enough to take in the straw below the ears; a drum works on the back end of the comb, threshes out the wheat, and throws it into the machine. We keep the winnowing machine going at the end of the field, and by this means we have the wheat ready for the market at once. The straw, of course, is left in the field, but that is not much regarded in this country; most people burn it, but when the weather is very hot and dry it can easily be harrowed off," &c.

### From papers by the English Mail on Thursday last.

#### SCOTLAND.

**THE QUEEN AT BALMORAL.**—Immediately after the arrival of the Queen at Edinburgh, she sent for the Lord Provost, Mr. Johnston, upon whom she conferred the honour of knighthood.

At eight o'clock on Friday morning, Her Majesty left Holyrood, under a salute from the Castle, and attended by a large concourse of people from the St. Margaret's Station, she proceeded to Tarbert, and thence by the Scottish Midland to Forfar. Along the route to Stonehaven, the royal party proceeded by the Aberdeen Railway, and arrived at 12 45. The new route, which is 145 1/2 miles from Edinburgh, was selected to save the Queen the inconvenience of travelling over the inferior roads from Cupar Angus to Balmoral. Her Majesty having partaken of luncheon at the station, proceeded to Balmoral in an open carriage, accompanied by Prince Albert, the Prince of Wales, and the Princess Royal. The other royal children followed in a close carriage alone. Lord J. Russell, Sir James Clarke, Colonel Gordon, and others had no better means of conveyance than an inconvenient *char-a-banc*.

On Sunday the Queen and Prince Albert attended Divine Service at the parish church of Crathie. The service was performed by the Rev. Mr. Anderson. Her Majesty and his royal highness afterwards visited the Duchess of Kent, at Aberfeldie. On Monday, her Majesty and Prince Albert, accompanied by Prince Alfred, drove to the Balloch Buie.

**THE PEDESTRIAN FEAT.**—The feat of walking 1000 miles in 1000 successive half hours, undertaken by Coates, the pedestrian was brought to a termination on Monday evening. The last half mile was accomplished in six minutes, with apparent ease, Coates running a considerable part of the way to show that his powers of endurance were not exhausted. We understand, that during the whole three weeks he has been walking, he did not succeed in obtaining six hours' sleep—a fact, which, taken in conjunction with the unfavorable state of the ground, renders the issue of the performance the more remarkable.—*Glasgow Chronicle*.

The weather has been unequal for some weeks, and the progress of the crops has been much interrupted; yet in surveying the large extent of yellowing corn, one must be struck with even the stage at which it has arrived. All around Perth, cutting is common, and the wheat bunches well. Towards the northern part of the country it is light, and not heavy in the head. Reaping is now becoming common in the neighbourhood of the Borders, but the wet boisterous weather we have had of late has much retarded the operations of the farmer in places where the grain is quite ready for cutting. The wheat appears to be a fair crop. We are sorry to say, that the potato disease has manifested itself in several gardens in the town and neighbourhood of Laurier. Wherever Peruvian guano has been used in planting, however, there is as yet no disease apparent. At Cairness, strong winds have been the prevailing characteristic of the weather for the week. The crops are here and there assuming an autumnal tint, and in the course of eight days, reaping will have commenced; but it will not be general for at least a fortnight. We regret to learn, that the turnips have suffered serious damage from the ravages of the worm. Some fields have been rendered nearly worthless by it.

#### IRELAND.

The flax crop which has this season been cultivated in the county Waterford, to the extent of 800 acres, has turned out very satisfactory.

Government have offered a reward of £100 for the discovery of the murderers of Mr. Edward White, of Abbeyleix. A person named Patrick Maher has been arrested on suspicion.

The latest reports from the provinces are, on the whole, favourable. It is worth while to remark, that many of the country papers are silent respecting the condition of the crops—a good sign; for if the potato blight, or any other blight, appeared likely to be serious, the fact would be alluded to in some form. A Meath gentleman, who is a deputy-lieutenant, and extensive landed proprietor, states, that after an examination, there is not, as far as he can ascertain, any ground for alarm about the potato crop. He says, that in places where every vestige of the haulms had decayed, an abundant crop of perfectly sound potatoes was still to be found.

#### ENGLAND.

Since our last the weather has undergone considerable change, and during the past week we have had a quantity of rain with cold nights and frosty mornings, which in some measure have retarded the progress of the harvest. Still we have not heard of any complaints, the greater part of the wheat crop, &c., having been carried, and in good condition, and should fine weather continue for a few days, the whole crop will have been secured. So far as it has been tested, the wheat crop is not only abundant but of first-rate quality. We have it from millers, through whose hands quantities of the new crop have passed, that the weight varies from eighteen stone to eighteen and a half, and some samples may even exceed these weights. But, taking the crop at eighteen stone on the average, there is ample reason to be satisfied, especially when the light weights of last year are fresh in our recollection. True, much of the wheat crop, is still abroad in the northern parts of the kingdom, which, in the present unsettled state of the weather, is rendered somewhat precarious. There is, however, no ground for despondency, as it is not yet late in the season; nor has the rain that has fallen done, as yet, any material injury. A week of fine weather would set every thing to rights, and dissipate every fear that has been engendered by the short interruption that has taken place.

The Queen's drawing-room in Holyrood Palace, is being fitted up in a superior style. Her Majesty is expected to hold a levee on her return from the north.

The Cunard Company are building four iron screw steam-ships of upwards of 1,600 tons each. The builders are under contract, that the first shall be ready for sea in January, and the others in quick succession. We have not heard what station they are for.

The news relative to the triumph of the American Yacht is confirmed; that beautiful craft has been purchased in England, for £7,000, and had already hauled down the Stars and Stripes, and hoisted the Meteor flag "that has braved a thousand years the battle and the breeze."

**SALE OF THE AMERICA.**—This famous clipper yacht has been sold for £7,000 to Captain De Blaquiere, of the Indian army, who will at once proceed with her on a voyage of pleasure to the Mediterranean.

Consumption is more fatal than any other disease in London. It destroyed 1815 in the second three months of the present year.

The *Times* of yesterday says—"There seems to be but little doubt that the Duke of Norfolk has left the Church of Rome, the hereditary faith of the noble house of Howard, and become a member of the Church of England."

Among the official appointments we notice that of Dominick Daly, Esq., formerly Govt. Secy., and Member of Council in Canada, to the Lieut. Governorship of Tobago; also, of R. D. Wilmot, J. H. Gray, and G. Hayward, Esqs., to the Executive Council of New Brunswick. Among the promotions, we notice that Sir George A. Westphal, to be Rear Admiral on the reserved Half-pay list, and Frow W. Parry Wallis, to be Rear Admiral of the Blue. Both these highly distinguished officers are Nova Scotians; the former was wounded at Trafalgar, and his blood mingled with Nelson's in the cockpit of the *Victory*; the latter won his promotion in the gallant action with the *Chesapeake*, Am. frigate, while serving as Lieutenant in the *Shannon*.

#### FOREIGN.

**EARTHQUAKE IN SOUTHERN ITALY.**—A dreadful earthquake occurred on the 14th ult., in the province of Basilicata, in the kingdom of Naples, and about 100 miles from the capital. A list of more than 50 villages is given, in which greater or less damage was done, in more than one place the principal buildings having been destroyed, and in all, several lives having been lost amidst the ruins of fallen houses. The greatest sufferer, however, was the town of Melit, a place containing 10,000 inhabitants; three quarters of the city are a mass of ruins—the archbishop's palace, the college, the municipality, the barracks, and the police-station, having been all levelled to the ground. The known deaths amount already to 700, besides 200 wounded, among whom the principal families count victims. A rich and populous district has been destroyed, and the loss of life has been immense. It does not appear that the ground opened, but all the injury was done by the houses falling from the repeated shocks of the earthquake, the rapidity of which, was such, that the persons in the houses and passing in the streets had not time to escape. The king on receiving this dreadful news, immediately ordered the sum of 4,000 ducats to be sent from his private purse, to which the Queen added 2,000 in addition to the sum of 5,000 ducats contributed by the Treasury. Temporary hospitals have been erected, and detachments of sappers and miners have been sent to the different places to assist in clearing away the ruins and disinterring the unfortunate victims. Private subscriptions have been opened in the towns near to the place where the catastrophe has occurred, and no doubt the active charity of the city of Naples will not be deficient.

**UNRIVALLED PIANOFORTE PLAYER.**—We find the following extraordinary statement in the *National*:

"Count Orloff has presented to the Emperor of Russia an extraordinary musical phenomenon, in the person of a young Wallachian called Frederick Roliz. This man has been born with four hands, each having ten fingers. He was brought up by a clergyman, who taught him to play on the organ, but the young man, in the course of time, made a pianoforte for himself, of considerably greater power than that of ordinary instruments. He enjoys excellent health, and with the exception of the hands, presents nothing strange in his person. It is only from the elbow that the malformation commences. The arm there divides into two limbs, each ending in a hand with a double supply of fingers. These additional arms are regularly made, and the only remarkable point observed by medical men is the immense development of the deltoid muscle at the summit of the shoulder. The clergymen who had brought up Roliz, at his death, left him his small property, and the young man immediately purchased diamond rings, with which he loaded his twenty fingers. It was with them so adorned that he performed before the Emperor of Russia, who expressed his surprise at the musical powers of the young man. Roliz, it is said, is shortly to visit Paris."

#### FRANCE.

PARIS, September 4.—Further arrests had been made to-day, and the total number of prisoners is reported to be 125. A general Socialist Revolution was the object of the conspirators. There is little or no excitement on the subject in Paris. It seems certain that the Prince de Joinville will stand for the Presidency, although such intention is considered highly injurious to the crown, and will have fatal effects on the interests of the Orleans branch.

The Pope is about to erect the city of Hamburg into a bishopric. An article appears in the *Journal des Debats* of Tuesday, which, though written rather obscurely, is considered as an official announcement, that the Prince de Joinville will be a candidate in 1852 for the Presidency of the Republic.

Two violent shocks of earthquake were felt at Lugano on the 23rd ult., about two o'clock in the morning. The direction was from south to north, and the motion undulatory. This is the third shock felt in that town in the course of this year.

The London Mercantile Gazette for the 8th instant, concludes an article on Government patronage in these words:

"Another reason why we throw out these hints at present is to show, that while patronage, to a certain extent, must be allowed—and, indeed, is absolutely necessary for the well-working of the state machine—there are interests in the country which ought, for the sake of the national welfare, to be altogether removed from its influence, or at least from that patronage which has to depend upon mere ministerial office and power. We shall only mention two of these interests at present—the Colonies and the Navy; and it is only to the first of them to which we shall now direct attention. It is only necessary to read our Colonial history, to be convinced of the manner in which the Colonies have been sacrificed, and their interests injured, by the vacillation of the whole system upon which they have been conducted, and the frequent ignorance and inebriety—aye, and too often the obstinacy—of the individual who was appointed to preside over the Colonial department of the empire. It is for this we wish to see a remedy; but the difficulty is great, from the immense patronage which the Colonial Office has at its command. As we have said, neither whigs nor Tories would wish to impair the patronage of such a public department. We point, however, to it as one wherein, above all others, a more independent, a more consistent, and a more uniform rule would be required; and if it were possible to elicit public opinion upon any question irrespective of party feeling, we should wish to enlist it in this cause. The British Colonies ought to be prosperous; they are yearly falling more and more into poverty and decadence; they ought to be, as they once were, sources of productive wealth to the country; they are yearly becoming more and more an expensive burden to it; they ought to feel a warm and affectionate interest in the land to which they belong, and to which they owe their origin; they are every year becoming more and more alienated from us, and are taught to feel that the interests of England and her Colonies are no longer bound up together. It is impossible that this can long continue without producing disastrous consequences—revolt and separation; which can only be avoided by adopting a new system of Colonial rule; one that will emancipate the Colonies from the dictatorial sway of the Colonial Ministry of the day, and the influence of a party which owes its existence to, and has to depend for its continuance upon the patronage which is at the disposal of Ministers."

#### CORRESPONDENCE OF THE N. Y. HERALD.

TORONTO, August 28, 1851.—The present Parliament will close its session and existence on Saturday next, and the Province will then be all alive in view of the coming elections.

The earlier part of the session presented little worthy of notice in the way of action; but this cannot be said of the closing period. A large number of private bills have already become law; still more remain to be sacrificed at the shrine of hurried legislation, in the course of to-day or to-morrow. The clergy reserves, the rectories, the representation, and other topics of moment to western Canada, have been staved off, or positively smothered, for a season; and hence a strong feeling of discontent has sprung in this section of the Province, which, if any, can only be appeased by the political death of more than one of the present leaders of the so-called liberal party.

The bill sanctioning the loan of sixteen millions of dollars for a trunk railway, has passed the Assembly, and will unquestionably be adopted by the Legislative Council. You are aware that this line is proposed to run from Halifax to the St. Clair, and a loan of seven millions sterling is to be granted for its construction by the British Government. Nova Scotia and New Brunswick are to have the line built through their territories first, and are further to have money advanced to construct another road—literally an opposition road—to Portland, in Maine. It is utterly improbable that the loan will do more than bring the line as far as Quebec, leaving the whole province westward of that city without any portion of the undertaking for which the whole Province is to pay.—No estimates have been prepared relative to the cost of any portion of the line; and no attempt has been made to calculate the probable traffic from Quebec eastward. All is guess work and manoeuvring. It is plain that the continuation of the road westward is essential to its success in any point of view. It is equally certain, that when the Province has pledged its resources to the extent proposed and intended, the utmost difficulty will be experienced in raising additional loans for the completion of the line; and yet, while incomplete, any sum that may be invested will be positively lost.—The whole scheme is the wildest imaginable, and will, if I mistake not, damage irreparably the financial reputation of its concoctors.

#### VEGETABLE WONDERS.

At our office in the California Exchange may be seen some of the most luxuriant, enormous specimens of the productions of Santa Clara Valley, which have ever been exhibited. They consist of barley, clover, grasses, wild oats, apples, pears, figs, sweet clover, &c. One cluster of clover, from a single root, weighed some five or six pounds, some of the stalks being over ten feet in height. The barley weighed over an ounce, each head. The specimens were gathered and are exhibited by Mr. C. A. Shelton, who has done much toward directing public attention to the agricultural and floral resources and wealth of California.—*Alta California*.

**ASTONISHING FECUNDITY.**—The *Alexandria Gazette* says—In Schuylkill County, Pennsylvania, there died last year a man named Michael Dress, aged forty, who was the father of twenty-one children by his wife, Kate Dress, aged thirty-nine. The first child was born in 1829, and the last in February, 1850. She had twins five times, and in February, 1848, had four children in one birth!—making twenty-one children in twenty-one years, and six children born in a space of eighteen months! The four children at a birth were apparently healthy and well formed. One died in about four weeks, another eleven months, the third a little over a year and the fourth, a fine boy, is still living. There are now twelve of the whole number living—seven boys and five girls."

#### NOVA-SCOTIA.

**THE NEW BARRACKS.**—Two amounts of the tenders for the erection of those Works having very far exceeded the amount voted by Parliament for the service, it has been decided, we hear for the present, to dispense with several of the contemplated buildings, and proceed with Barracks for Officers and Men of Battalions of Infantry. New tenders will therefore be required before the work can proceed.—*Recorder*.

**DEATH OF THE HON. H. HUNTINGTON.**—By the Mail which reached this city on Wednesday evening, intelligence was received of the decease of the late member for Yarmouth. Mr. Huntington has been, as it is well known, ill for many months past, and his death is not cause of surprise, although it is a circumstance of deep regret to all who knew him. He was among the oldest members of the Assembly, having been returned, if we mistake not, contemporaneously, with the present Attorney General, in 1830. Much of what is valuable in the present Responsible system of Colonial Government, with its checks and accom-

modations, we have reason to know, is the production of Huntington's vigorous intellect. That honesty of purpose which characterized him in the last act of his public life, when he resigned his situation rather than seem to countenance a policy to which he had expressed himself averse, was a striking illustration of the high moral principle which governed his political conduct through life.—*Acadian Recorder*.

Wednesday's Gazette contains despatches from the Colonial Secretary disallowing the Act for withdrawing the annual grant from King's College; and likewise the Act "concerning School Laws, and the appointment of Trustees therefor."

## HASZARD'S GAZETTE.

TUESDAY, SEPTEMBER 23, 1851.

In reply to the charge of having acted illegally and unconstitutionally in dissolving the old Board of Firewardens and appointing a new one, the Executive through its organ *The Royal Gazette*, aided by the *Advertiser*—the former avowedly conducted by one member of the Administration, and the latter said to be under the control of another—pleads that "It became the duty of the Executive to put in force the Act of the Legislature for the removal of the Post Office to the Old Court House," that "This required that the Fire Engines should be removed from the latter place," that "The Firewardens were directed by the Executive to effect their removal," that "they either evaded the direction or declined to attend to it," that "their conduct was contumacious," and that the Executive were compelled to "adopt the only alternative left them, and dismiss the refractory Board." Now we admit it to be true, that it was the duty of the Executive to see that the Act for the removal of the Post Office was to be, like all other Acts of the Legislature, legally and constitutionally carried into effect; and we further admit, that it was required that the Fire Engines should be removed. And we are so far from denying, that the Firewardens were directed by the Executive to effect their removal, that we rejoice to see it acknowledged by one of its own body, that such was the case. And we further admit, that the Firewardens declined to move in the matter, but we deny that their conduct was "contumacious;" and we distinctly and unequivocally affirm, that it was the only method, by which they had it in their power respectfully to avoid intermeddling in a matter, with which they had no concern; and if we prove this, the conclusion, that the only alternative left to the Executive was to dismiss the refractory Board, falls to the ground.

If the Executive, before proceeding to extremities, had done what we now propose to do—taken some pains to enquire to what extent—if any—the Board of Firewardens were authorized to interfere with the custody of the Fire Engines—they would have ascertained that all control over them was vested by law in a different and distinct body of men, owing no submission or allegiance to the Firewardens, other than during the continuance of a fire. By the 29th section of the "Act for better preventing accidents by fire within Charlottetown," it is made imperative on the Board of Firewardens "to meet regularly on or about the last Tuesday in April in every year, for the purpose of preparing an estimate of such sums as they may consider necessary for procuring a further supply of Fire Engines, water-casks, carts, buckets, &c.," and to attend the Town meeting with the estimate; and it is directed, that the money voted by such meeting shall be paid into the hands of the Treasurer of the Board of Firewardens. The Act does not even direct, that the Board of Firewardens shall procure the Engines, but by implication it may be presumed, that they are to do so. But what becomes of the Fire Engines when so procured? That is provided for by the consolidated Act, passed in 1844, relating to the Fire Engine Companies of Charlottetown. The fifth section enacts, "That every Company shall be obliged to keep the Fire Engine for the said Town placed in their care and custody, and the hose, buckets, and other materials belonging thereto, in good order, and fit for service on all occasions." Now, if it were necessary to remove the Fire Engines, to whom should the application have been made? Common sense would—we think—say, to the respective Captains of the several Engines, to whom the custody of them had been given by law. And to this the Executive was at last compelled to have recourse, and why? Because Captains Hutchinson and Watts refused to acknowledge the right of the Board of Firewardens—the newly constituted Board—to interfere in the slightest degree with the Engines committed to their care, and would take their orders for the removal of them only from the Lieutenant Governor himself, and then, such order having been given, and a proper place having been provided for them, the Captains of the Engines consented to remove them. Now why was not this plain obvious course adopted at first? Because the whole of the Administration, from George Coles to Edward Whelan, are totally and entirely ignorant of the manner in which the duties their high and responsible position has entailed upon them, should be performed. Because, determined to carry a favorite measure into effect, they were careless and indifferent as to the means by which their purpose was accomplished; legally or illegally, it mattered not. They trampled the law successfully under foot in the cases of Le Lacheur and Whelan; exercised a dispensing power in these cases, and, intoxicated with success, conceived that they could ride rough-shod over the Town of Charlottetown, and make the inhabitants (as Mr. Coles publicly and emphatically said) "know that he was their master." But Mr. Coles and his Administration will find, that though the inhabitants of King's County may be in a state of abject submission to their Landlords, those of Charlottetown will acknowledge no other master than the Law of the Land; to its commands and dictates they will be at all times submissive and obedient, and where its sanction is wanting they will treat with scorn, contempt, and ridicule; any attempts to coerce them. It is a curious fact, that in the whole of the Firewardens' Act there is not the slightest allusion made to the Fire Engines, except in the 29th section, as before alluded to, and in the Fire Engine Company Act, though authority is given to the Firewardens over the Firemen—Firehook and Ladder Company—no mention is made of the Fire Engine Companies; both Acts are totally silent as respects the jurisdiction of the Firewardens over the Fire Engine Companies, except by implication—the Fire Engine Companies being constituted out of the Inhabitants of the Town, and all Inhabitants being obliged to obey the Firewardens, they are equally under the same obligation. This we think a *casus omissus* in the Act, which it would be well to provide against. The next time we find the word Firewardens put in juxtaposition with Fire Engines is in the famous Act—the *pet Act*—of Mr. Coles: "The Act to provide for removing the Post Office of Charlottetown into the Old Court House, &c." By the last clause of this Act it is enacted, "That it shall be lawful for the Firewardens of Charlottetown to build an additional room to the back wing on the Northern side of the Old Court House, for the purpose of containing the Fire Engines belonging to the said Town, (and which are now placed in that part

of the said building, which is hereinbefore set apart for the Post Office,) and to place the Fire Engines in such room, and to continue in the occupation thereof for the purpose aforesaid."

It is evident, from the language of this Statute (whether its framers meant that it should so speak, may be matter of doubt), that the Fire Engines were not to be removed from the place in which it is stated in the Act they then were, until a new place for their reception had been prepared at the back wing on the North side of the building. Now we will fairly admit, that in legal parlance, the words "it shall be lawful for the Firewardens to build, &c.," may mean that the Firewardens shall build an additional room, &c.; and it is possible that they were ordered to erect such additional room in the terms of the Act. We do not think that they were, but whether they were so ordered or not, they also—we have it from good authority—respectfully submitted that they had no funds: Now this, as it was unquestionably true, and ought to have been and was known to the Executive, was a good and sufficient answer, and cannot be held to be in the least degree contumacious. When the Israelites were ordered by Pharaoh to make bricks without straw, it was then considered and has been ever since a tyrannical and unjust command, and though the Executive has shewn, that it can be very peremptory in its commands, we hardly think, that it would seriously insist upon the Firewardens building the Engine House at their own expense, out of their own proper funds. It was then suggested—as we have been informed—that the sense of a Town Meeting should be taken upon the subject, but the Board of Firewardens, at least that part of it endowed with common sense, well knew that the attempt would be bootless. The Town had been applied to before and had voted money for this very purpose which had been expended in fitting up the old Council Chamber, and they would have then, as they will hereafter, if a proposition at once so silly and insulting is made to them, reply "If the Government are bent upon turning the present Engine House into a Post Office, let it build a new Engine House; we will not tax ourselves a second time for the same purpose." And this, in fact, is what should have been done, at the time of passing the law; a fund should have been provided and placed at the disposal of the Firewardens, and then, if they refused to comply with the only order the Executive had in its power to issue under the Act in question, the Attorney General should have taken that course with them which, if rightfully begun and properly pursued, could not have failed to compel them to do what was right and proper. Then, again, admitting that it was the duty of the Executive to see the Act carried into execution, what power does that Act give the Executive to remove the engines until a proper place had been built for their reception? They had been placed there with the consent of the Queen's Representative, in whose care and custody public property, if not legally committed to other hands, is vested—in other words the Fire Engine companies were in quiet and lawful possession, and peremptory and stringent indeed must be the expressions in an Act of Parliament to enable the Executive to do that which without such express command would be a glaring outrage on law, justice and order. All that the Executive could do was to direct the Firewardens to proceed with the erection of the building. On being informed that the Board was without funds, it should have supplied those funds, or it should have allowed the Act to have remained in abeyance until the next session, when they could have applied for and obtained the necessary sum of money without committing an Act of injustice to the Town. We have, we think, fully redeemed our pledge. We have shewn—First, that the Executive had no right to order the Engines to be removed—2dly, that if they had such right, the order for removal should have been addressed to the Captains of the Fire Engine Companies and not to the Board of Firewardens—3dly, that the Firewardens were not in a condition to obey the only order that the Executive was empowered by law to make, and that, therefore, the neglect or the refusal to perform what was so required of them was not contumacious, and that, therefore, the dissolving the old Board and appointing a new one was illegal, uncalled for, unconstitutional, unjust, tyrannical and oppressive. Q. E. D.

We shall take a review at our leisure of the doctrines respecting Prerogative, as advocated, not by Mr. Chitty but by the respective Editors of the *Royal Gazette* and *Advertiser*, and prove that their knowledge is as limited in this respect as it is in all others.

The EUROPA arrived with the English Mail at Halifax on the Evening of the 16th inst., by which we have dates from Liverpool to the 6th Sept., by the *Rosa* on Thursday last.

Mr. Geo. Haszard, who arrived home to-day from New York via Shediac, reports that on Friday night, a very destructive fire occurred at Portland, adjoining the city of St. John, N. B., about 40 houses were destroyed, and it was said 1100 poor persons were rendered houseless.

The *Selr. Caroline* from hence, arrived on the 15th inst. at Boston. From passengers lately arrived from United States, we learn, that the woods in the State of Maine have been very much devastated by Fire, and several large Mills have been destroyed. The Bay of Fundy was so full of smoke, that it was very difficult of navigation. The fire is said to have extended along the coast 90 miles, to what extent in the interior it could not be positively ascertained.

The Treasurer of the Ladies Benevolent Society, gratefully acknowledges the receipt of the sum of Three Pounds from Messrs J. Hensley, Oude and Parsons, being the surplus money after paying the hire of the Steamboat *Rosa*, on a party of pleasure Sept. 12. Also, The sum of Two Pounds from Mr. James Pope, being his moiety of a fine imposed on a Pedlar for trading without a License, September 22.

#### SECRETARY'S OFFICE, Sept. 19, 1851.

HIS Excellency the Lieutenant Governor has been pleased to direct the name of J. B. Cox, Esq., to be inserted in the Commission of the Peace for King's County, and the name of Joseph Ball, Esq., to be inserted in the Commission of the Peace for Queen's County.

JAMES WARBURTON,  
Colonial Secretary.

#### COUNCIL OFFICE, Sept. 18, 1851.

HIS Excellency the Lieutenant Governor in Council has been pleased to make the following provisional appointments, viz: The Hon. William Swabey, to be Registrar of the Instance Court of Vice Admiralty of this Island.

Robert Hyndman, Esquire, to be Marshal of the said Court. His Excellency the Lieutenant Governor in Council has also been pleased to appoint Mr. John Clark, of Tryon, (Michael's son), to be a Commissioner for the recovery of Small Debts, in the place of Mr. Jacob Goldrup, resigned.

#### COUNCIL OFFICE, Sept. 18, 1851.

HIS Excellency the Lieutenant Governor in Council has been pleased to nominate John E. McDonald, Esq., Controller of the Customs and Navigation Laws, for the Ports or Harbours of Bay Fortune and Grand River in this Island, subject to the confirmation of the Commissioners of Her Majesty's Customs;—and has also been pleased to appoint, the said John E. McDonald, Esq., Collector of Excise and Light Duties for the said Ports.

HIS Excellency has been pleased to establish Post Offices at the undermentioned places in this Island, and to appoint the following persons Postmasters, in the terms of the Act, intitled "An Act to provide for the transfer of the management of the Inland Posts within Prince Edward Island," viz:—

Anderson's Road, Township No. 26.—Mr. Patrick Murphy.  
Green's Shore, Bedouqs, Township No. 17.—Mr. Patrick Power.  
Kildare, Township No. 10.

DESIRAY, C. C.