

A RAILROAD FROM LAKE SUPERIOR TO THE PACIFIC.

(From the Canada Oak.)

An interesting and important pamphlet has been handed to us, entitled "A Railroad from Lake Superior to the Pacific: the shortest, cheapest, and safest communication from Europe with all Asia. By Allan Macdonell.

The author proposes that a ship canal be made around the Sault de Ste. Marie, and thus British vessels could navigate from London, Liverpool, &c., quite through Canada, to Pigeon River on the northern shore of the Superior, being nearly half way through the continent of North America. From the neighbourhood of Pigeon River, a railway is to be built to Fuca's Straits on the Pacific, a distance of 1500 miles; and thence the communication to China, India, Australia, &c., would be easy and expeditious. Vancouver's Island, in the neighbourhood of Fuca's Straits, has been already partially settled by the Hudson's Bay Company, to whom it belongs; it has many excellent harbours and abundance of coal, of which great quantities are also to be found along the route of intended railway.

The advantages of this scheme over that of a railway through the Isthmus of Panama, are, 1st, that there are no harbours on either side of the Isthmus; 2ndly, that the waters are shoal, and subject to long-continuing calms, and to tornadoes; 3rdly, that the heat is so excessive, and the climate so noxious at the Isthmus and in the tropical seas, that workmen and travellers of European blood could not safely labour on the one or pass over the other; 4thly, the mountainous character of the Isthmus, would render the gradients of a railroad enormous; 5thly, that the proposed route, while free from those objections, would have the additional advantage of bringing England one-third nearer to China, &c., than would a railroad over the Isthmus; 6thly, that the whole passage from the Atlantic to the Pacific would be through British territory, and therefore subject to no interruption from the jealousy of foreigners or the chances of war; and 7thly, that the British Provinces would be bound forever to the Mother Country by golden bonds of interest, to be severed by no demagogues' mouthings, by no lapse of time.

The remarkable shortness of the proposed route, as compared with that by Panama, may be judged of by the following figures:—

Route	Miles
From London to Panama, - - - - -	5,868
From Panama to Canton, - - - - -	10,200
Total,	16,068
ROUTE THROUGH CANADA.	
From London to Quebec, - - - - -	2,800
From Quebec to Pigeon River, - - - - -	1,150
From Pigeon River to Fuca Straits, - - - - -	1,500
From Fuca Straits to Canton, - - - - -	5,400
Total,	10,850

Showing a difference in favour of the route through Canada of 5,218 miles; a great saving, which might and eventually would be increased by cutting a ship canal from the mouth of the River Thames to the Two Creeks, in Dover. By this canal would not only be saved the distance round this peninsula, and the time which sailing vessels so very frequently lose in consequence of head winds, but British shipping would be perfectly safe (in case of war) from the formidable batteries of Fort Wayne which commands the River Detroit, a little below this city.

Our author scrambles over the Rocky Mountains as best he can. Of a surety, they are no contemptible impediment; but he rightly observes that their height and ruggedness are not so great towards the north, as in the more southern territory of the United States. He shows too, that several passes have been found in those mountains by travellers, and a careful survey would doubtless discover many others, one of which might be made available for the railway.

Mr. Macdonell estimates the cost of the railroad at £8,700,000. His scheme for raising the funds, we shall give in his own words.

"The plan or mode of operation by which it is proposed to carry out this great work, is that the government shall sell, to a chartered company, 60 miles wide of the lands from the Lake to the Pacific, at a reduced rate, or at such a rate as the government shall pay for obtaining the surrender to the Crown from the various bands of Indians now possessing it. At present it is wilderness, yet it must be a great extent, capable of sustaining a large population, yet it must be waste and unprofitable whilst thousands of our fellow-countrymen are starving at a distance; and so it remains without value and impossible of settlement, unless some move be made which shall create facilities which will afford the means of settling these lands, and thus make them a source of wealth and power to the country. Immediately after surrender to the Crown of 100 or 200 miles or more, the route upon it would be surveyed and located, preparations made for grading, &c., and proceeding with the work, a large body of workmen or settlers at once placed upon it; when 10 miles of the road shall have been completed in the most substantial and approved manner, and to the satisfaction of a Commissioner appointed by government, a patent shall issue to the company for the first half of the road or 5 miles or patents to the settlers who may have purchased along the line, as may be deemed most advisable; the government thus holding still one half and the road. Now, if the sale of land could not be made to produce a sufficient amount to return the money expended on the ten miles of road, then the experiment is the loss of the company, and the government would not have lost one shilling; but on the contrary, the five miles of road held by it must be enhanced in value; if upon the contrary the land is raised 500 beyond its present value to an amount exceeding the outlay, then the half held by government would have imparted to it an equal increase in value from the causes and this ought to be a sufficient security for the performance of the work. Such should be the proceeding throughout the good or available lands upon the route; but as the road for an immense distance may pass thro' poor and barren lands—in such case as much of the nearest good lands beyond the line finished as may cover the outlay upon such line or section, may be sold by the company, and patents issued; and when all shall have been completed, the title of the road should vest in the company, subject to the control of government, in regulating and fixing tolls, &c. Should the plan fail, government can lose nothing, because the lands still remain, and their value will have been added to even by the failure. Thus it is proposed to establish an entirely new system of settlement, on which the hopes for success are based, and on which all depend. The settler on the line or road would so soon as his house or cabin was up and a crop in, find employment upon the road; when the crop would have ripened, there would be a market at his door, created by those in the same situation as he was the season before, and if he had in the first instance paid for his land, the money would go back to him, either directly or indirectly, for labor and materials furnished for the work, so in one year the settler would have his home, with settlement and civilization surrounding him, a demand for his labor, a market at his door, and for any surplus of his produce, a railroad to communicate with other markets. The settler who might not have the means to purchase land even at the lowest price, say 3s. 9d. per acre, would obtain those means by his labor on the road and a first crop—he too in one year would have his home, with the same advantages and be equally independent."

A railroad to the Pacific, has several times been written about in England; but our provincial Parliament are the proper party to bring the subject effectually before the British Government and public, and we are glad to see that some action is beginning to be taken on the subject: a bill for enabling a company to cut a canal round the Sault, has been introduced, and is now, we believe, in a forward stage; and, in another part of this paper, will be found the notice of a motion in the Legislative Council, for a survey of the route of the proposed railroad.

ENGLAND.

HOUSE OF COMMONS, AUGUST 7.

PROTESTANTISM IN ROME.—The Earl of Harrowby presented a petition numerously signed by English persons inhabiting the city of Rome, who were desirous of erecting a Protestant place of worship, praying that her Majesty's Government would take measures to secure from the Sovereign of the Roman States, permission to erect a Protestant church in the city of Rome.

The Marquis of Lansdowne said, that it would be impossible for her Majesty's Government to interfere, so as to secure the erection of a place of Protestant worship in Rome.

The Earl of Harrowby wished to know, whether there would be any objection to lay before that house, copies of the Correspondence which had taken place between her Majesty's Government and the Neapolitan and Tuscan Authorities on the subject of the closing of certain places of Protestant worship in their States.

The Marquis of Lansdowne said he would inquire into the subject.

The Earl of Harrowby then moved for the papers, and for an address to her Majesty, to exercise her influence to secure the erection of a Protestant place of worship in Rome.

The motion was agreed to.

HOUSE OF COMMONS, AUGUST 7.

SINGULAR ERROR.—Captain Scobell, wished to know from some of the Admiralty authorities, how it was that in the official Navy List, he was returned as dead?

Admiral Dundas was glad to find, that his gallant friend was alive and in his place, but he believed, the mistake had arisen from the fact, that the gallant gentleman's death had been reported in a local newspaper.

THE CENSUS FOR 1851.—A series of tables, compiled from the summaries of the enumerators, have just been presented to Parliament, showing the population and houses in the divisions, registration counties, and districts of England and Wales, in the coun-

ties, cities, and burghs of Scotland, and in the islands of the British Seas. It appears that the population of Great Britain and of the islands in the British Seas, as enumerated on March 31st, 1851, was 20,936,468; and that the part of the army, navy, and merchant service belonging to Great Britain, but out of the country when the census was taken, is estimated to have been 167,604; whilst of the total number of these persons, 21,104,072, 10,360,325 (including the 167,604 absent soldiers and sailors) were males, the remaining 10,743,747 females; showing a preponderance of females over males 888,427.

DEATH OF AN AGED JOURNAL.—On Tuesday, the *Sherborne and Yeovil Mercury* issued its last paper after having been established for 115 years.

THE DENMARK SUCCESSION.—The *Augsburg Gazette* states that, though the Princess and Princesses of Hesse have signed the Act by which they abandon their rights to the throne of Denmark, and to the succession in the Duchies of Schleswig and Holstein, the Queen, widow of Christian VIII., Princess Caroline Amelia, daughter of the sister of Frederick VI., the Princess Caroline, wife of the hereditary Prince and daughter of Frederick VI. have refused to do so. And it adds, that it is possible that the Emperor of Russia, in his quality of chief of the House of Holstein-Gottorp, has only given his consent to the adoption of Prince Christian of Glücksburg, as heir presumptive to the crown of Denmark, on condition that he shall obtain the consent of all the other parties who have a right to the succession. The Emperor was, however, laboring to bring about this result.

HOLLOWAY'S OINTMENT AND PILLS—A CURE FOR DROPSY.—Captain James Eyre of the Company's service, residing at Boulogne, had been tapped thrice within seven months; twelve quarts of water were taken from him each time.—Notwithstanding these operations he was about falling a victim to this terrible complaint, when he commenced the rubbing-in of Holloway's invaluable Ointment, and as effectually as salt is forced into meat; besides this he took large doses of his wonderful Pills, which in nine weeks effected so extraordinary a cure as to enable him since to walk twenty-five miles in one day. Any unnatural swellings of the body are effectually cured by these celebrated medicines.

FRANCE.

WHO IS TO BE PRESIDENT?—The Prorogation of the Assembly having been agreed upon, the next step was to elect the permanent committee, which, by the provisions of the constitution, serves during the recess, to keep its powers from falling into abeyance, and in case of need, to recall to their post, all the representatives of the nation. For this purpose, a list of 25 candidates was adopted by all shades of the majority, and carried on the first ballot. With the exception of M. Berryer and M. Passy, it contains few names of political eminence. One member, M. Didier, was selected from the pure Republican party, but the presence of General Changarnier and General Cavaignac, as the watchdogs of the Assembly, is the surest pledge against the improbable contingency of a military *coup de main*, if any such absurdity could be contemplated by the President's Government. The clear interest of all parties during this interval, is to avoid every kind of violent demonstration, to prepare in silence for the debate on the revision of the constitution, and on the proposal for the revocation of the edict of banishment against the Princes of the House of Bourbon, which will be resumed on November, and above all, to sound the dispositions of the people of France. The opponents of the re-election of Louis Napoleon are however, aware, that they have done but little in recording their hostility to his pretensions, if they are unable to substitute for him any other candidate for the Presidency, with a reasonable prospect of success; and they must also be aware that the chances of such a candidate will be altogether determined, not by the passions or predilections of the National Assembly, but by the will of the country. As between Louis Napoleon and his competitors the case stands simply thus—that he is known and they are not. Next to him, in this respect, would come, perhaps, the Prince de Joinville, whose claims are equally opposed by Loyalists and Republicans, and are, indeed, at this time, legally impossible; in the third rank is the ultra-Republican candidate, whoever he may be, vigorously supported by that class of the population which has most party discipline among the lower orders; but last, and at a hopeless distance, is the man upon whom M. Thiers and General Changarnier hope to fix the suffrages of France.

UNITED STATES.

LATER FROM THE ISTHMUS AND JAMAICA.—WRECK OF THE STEAMSHIP UNION.—DISASTERS TO STEAMERS.—The steamship *Jonathan* arrived at New York on Tuesday night. She left Chagres on the 9th, and Kingston, Jamaica, on the 12th. She was detained on her return trip by a fire, which broke out near the boilers, on the evening of the 17th instant. The vessel was densely crowded with passengers, and for a time, the excitement among them was intense. However, in less than an hour, the flames were extinguished and quiet was restored. The boilers sustained so much injury by the fire, that but slow progress was made thereafter.

Steamship *Union*, bound from San Francisco to Panama, with 300 passengers and \$300,000 in gold dust, was totally wrecked the fourth day out, on St. Vincent's Reef. The passengers and gold, with the exception of \$6,000 were saved. The loss of the ship was the result of carelessness, the man at the wheel being too intoxicated to see where the vessel was going.

CROPS IN THE UNITED STATES.—There has seldom been so general a failure of crops in the Southern States, as the present season. In Maryland, one of the great corn-growing States, the drought of June still prevails, and there is no hope of a full, or even ordinary crop of corn or oats. The wheat has been harvested, and is said to be the best in point of quality and quantity that has been produced for many years. Tobacco has formed an important staple of the agriculture of this State; but the present crop, it is said, will be a total failure.

Virginia, too, has suffered greatly. The great staple of the eastern division of the State (tobacco) now presents a very poor prospect; and, indeed, it is stated, that many fields have been entirely abandoned, in consequence of the entire prostration of the plants by drought. The corn crop is very poor, and it is hardly probable that sufficient will be produced for home consumption.—In the western part of the State, the wheat crop has been very large, and the oat crop was larger than ever before known.

The cotton crop of South Carolina has been seriously injured by the drought, though in Beaufort, and two or three other districts, a timely rain brought forward a great deal that was supposed lost. The rice crop—the principal article of food raised in the State—it is said, will not be a half a crop. This, too, has been affected by the drought, and the low lands have suffered severely throughout the State. In the western part of the State the prospect for cotton and corn is better, though it is impossible that a good crop can be raised.

There is very little said about the crops by the press of Georgia, which, we are led to infer, augurs favourably to a good prospect for cotton. There has been a drought of considerable duration, but it did not so seriously affect the crops as in some of the other States.

In Alabama the complaints are long and loud; and it is stated, that the short crop will be attended with most disastrous consequences to the planting interest of the State; as, in the above-mentioned States, there has been a severe drought destroying whole fields of cotton and corn.—Everything has tended to injure the crops in this State. The late frosts, and early floods in the small streams, made the planting season much later than usual, and no sooner had the plant appeared above ground, than it was attacked by the worm, whose ravages were very extensive.

Louisiana, the principal sugar growing State in the Union, presents a very poor prospect for a full crop. In the first place, there was a short amount of seed cane, which hardly made a stand before the floods of the Mississippi swept a large portion of it entirely off, leaving only about two-thirds of the ordinary amount of soil devoted to the culture of that staple. Since that time, a long drought has prevailed, which has had a most serious effect upon the crop. There is now a considerable quantity of corn produced in the State—sufficient, in ordinary seasons, to serve the purposes of the planters; but this season, that crop, too, is far below an average one.

In the North there have been better crops produced. In the State of New York, the wheat crop is said to be larger and better than ever before known, and the farmers are in fine spirits. The barley crop—another grain becoming of considerable importance—is good, and is estimated that the crop of this year will be the largest ever before known. In Ohio, Indiana, Illinois, Michigan, and Wisconsin, the wheat harvest has been completed, and the crop in each State is larger than ever before known. There is a good quantity of corn raised in this State, but not so much for market as for fattening hogs for the market.—Throughout the Northern, Eastern, and Western States, the crops now growing are said to be good, and prospective of a good return to the husbandman.

ARTIFICIAL LEATHER.—A correspondent, who has recently visited Abingdon, Massachusetts, informs the *Portsmouth Journal*, that, on going into a shop a few days ago, he witnessed another triumph of art aided and guided by science. A steam engine of six or eight horse power is erected for grinding up the chips and shavings of leather which are cut off by the shoe and boot makers, and which have heretofore been burnt or thrown away. These are ground to a powder resembling coarse snuff, and this powder is then mixed with certain gums and other substances so thoroughly, that the whole mass becomes a kind of melted leather. In a short time this dries a little, and is rolled out to the desired thickness—perhaps one twenty-fourth of an inch. It is now quite solid, and is said to

be entirely water-proof. On putting the question whether it was strong, the manufacturer cut several strips a foot long and half an inch wide, which our informant endeavored in vain to break. This new-fashioned leather will make good middle soles for shoes, and perhaps inner soles; and would be very durable round the shafts of a carriage, or in any place where mere chafing is all the wear desired. It is supposed it would wear well as bands for some kind of machinery, and will, doubtless, be used for many other purposes.—A patent has been secured, and the article will soon be in the market and in use.

THE POTATO ROT.—Mr. Philip Morrill, of Gelsenburn, Maine, informs Governor Boutwell, through the columns of the *Bangor Whig*, that he has discovered the cause of the potato rot, and also its cure. He says, that no published statement which has fallen in under his notice has made any approach to the true cause of the blight or of the remedy. He further says, that if he is allowed to become a competitor for the \$10,000 premium offered by the Legislature for a remedy for the disease, he will communicate his discoveries to the Governor, otherwise he will not.

BOSTON, August 18.

COLLISION AND LOSS OF LIFE.—It will be remembered that the Steamer *Europa*, when near Halifax, on her last trip, ran down a fishing schooner. The particulars of this distressing accident, are given by the captain of the schooner *Florence*, in which, he lays the blame altogether on the officers of the steamer, and adds—

The steamer going nearly twelve knots an hour, struck the schooner in the stern, carrying it away partially, and swinging the vessel round, one of the paddle-wheels struck and passed lengthwise over the deck, crushing the bulwarks, and leaving the vessel a perfect wreck. The steamer passed on for a considerable distance before her headway could be checked, and when she had again reached the wreck, the crew, fifteen in number, were up to their waists in water. They were rescued but one young man, named Jos. Snow, 18 or 19 years of age, belonging to Orleans, Mass. In reference to his loss, the captain states that when he last saw him, he was standing by his side on deck. At the time of the collision, the captain rushed down into the cabin to save his son and another lad who were there. It is supposed that Snow was struck by the paddle-wheel, and crushed to death or carried overboard. By order of the captain of the *Europa*, a boat was sent to the wreck, but no signs of him living or dead could be found. He has a father living, and this was his last son of three, all lost at sea. The survivors lost everything but what they stood in. They were brought to Boston in the *Europa*. We understand that the captain of the *Europa* was below, consulting his chart, when the accident happened. The *Florence* had on board about 260 barrels of mackerel. The total loss of property is about \$6000, on which there is no insurance. The owners of the *Florence* claim that the *Europa* Company are liable for damages.

WEST INDIES.

FROM JAMAICA.—The Kingston papers received by the Brother Jonathan contain no news of general interest. Cholera still lingers on the Island. The small pox has broken out in several parts, and the extreme heat of the last fortnight succeeded by heavy showers, had led to a prevalence of an epidemic resembling influenza, attended with fever. The 13th anniversary of the freedom of the slaves, on the 1st of August, was in consequence celebrated with much less spirit than usual.

NEW BRUNSWICK.

CROPS IN NEW BRUNSWICK.—The *John Courier*, says—"The crops throughout the country are generally good. The hay is probably more abundant than for many years past. The disease in the potatoes appears to be spreading gradually over the country; but as the roots are now well grown, and the disease is progressing but slowly, it is hoped, that a large proportion of the crop may be saved. We are sorry to learn that the wheat, midges, or weevil, are committing serious ravages in Sussex Vale."

DEATH OF BISHOP DOLLARD.—The Right Rev. Dr. Dollard, Bishop of New Brunswick, died at Fredericton last night, at ten minutes before six o'clock. The news arrived at 8 o'clock last night, and also this morning by telegraphic despatches to the Bishop of Halifax. His Lordship Dr. Dollard was a native of Ireland, having been born in the Co. Kilkenny, within six miles of Waterford. He had been a zealous Missionary in various parts of British North America, for upwards of a quarter of a century, and was appointed Bishop of New Brunswick in 1842. His Lordship, we understand, was in the 62nd year of his age.

NOVA SCOTIA.

THE CROPS IN NOVA SCOTIA.—We regret to learn from the *Halifax Recorder* that the Weevil is proving very destructive in several of the Counties, and that the potato disease has shown itself in several fields upon the Peninsula. It is supposed to be of a milder type than formerly, and the farmers have cut off the tops in the fields affected.

The Sons of Temperance of Pictou and P. E. Island have presented a complimentary Address to Capt. Matheson, of the Steamer *Rose*, for his courteous attention on the occasion of a recent excursion on board of the beautiful craft which he commands. There is no person in his profession more deserving of such a tribute, or of the thanks of the travelling public generally, than Capt. Matheson, and we have much pleasure in recording this acknowledgment of his worth.—*Halifax British Colonist*.

COUNTY ELECTIONS.—We have accounts of the election from several counties of the Province. On nomination day, Mr. Cowie was returned for the township of Liverpool; Mr. Fraser for Windsor; Mr. Howe and Mr. Fulton for the county of Cumberland; Mr. McLeod for the County of Cape Breton; and Mr. Martell for Isle Madame.

On Thursday last, the County of Colchester elected Messrs: A. G. Archibald and G. W. McLellan, who were opposed by Messrs. P. S. Archibald and J. Ross; the South District of Colchester, Hon. S. Creelman, by a majority of 36 over Mr. Hyde; the North District of Colchester, Mr. James Campbell, who was opposed by Mr. E. F. Monro; the township of Amherst, Mr. W. W. Bent by 4 over the Hon. J. S. Morse; the County of Pictou, Messrs. J. Holmes and Robert Murray; the township, M. I. Wilkins, Esq.; the County of Hants, Messrs. B. Smith and Mosher; township of Newport, I. Dimock, Esq.; township of Falmouth, E. Young, Esq.; County of Kings, Messrs. J. C. Hall and D. Moore; township of Cornwallis, S. Chipman, Esq.; township of Horton, Dr. Brown; County of Lunenburg, Messrs. J. Creighton and B. Zwicker; township, H. Jost, Esq.; County of Queen's, Messrs. S. P. Freeman and J. Campbell.

The township of Sydney is contested by the Hon. J. McKegney, D. N. McQueen, and N. H. Martin, Esqs.; the County of Yarmouth, by Messrs. E. W. B. Moody and T. Killam; the township, by Messrs. Jesse Shaw and Harvey Cann; the township of Argyle, by Messrs. J. Ryder and J. Bourque.

HASZARD'S GAZETTE.

TUESDAY, SEPTEMBER, 2, 1851.

We have at all times felt and manifested an anxiety for the just rights of the Tenantry of Prince Edward Island; and when any constitutional plan for the amelioration of their condition has been pointed out, we have always advocated, and shall continue to advocate it with zeal; but the holding out false hopes, with the prospect of thereby gaining to ourselves a temporary popularity, is what we never have hitherto had recourse to, nor ever will condescend to make use of. Not that we are insensible to or undervalue the public opinion: on the contrary, we are desirous of the approbation of every honest and upright man—every well-wisher to the prosperity of our native land—and as we have hitherto worked hard to obtain it, we shall not now at least relax in our exertions. With these views, Mr. W. Cooper must hold us excused, for not taking any further notice of his communication, with respect to the Address lately presented by the Inhabitants of King's County to the Lieutenant Governor, and his answer thereto. The subject of Escheat must have been effected; but it was suffered to pass by, and the question is, we now think, set at rest for ever: Responsible Government having been, as it now appears, granted on that condition.

THE question of the Engine House is settled for the present. The Captain of the Engine, R. Hutchinson, Esq., received an order from the new Firewardens through their secretary, H. Haszard, Esq., directing him to have the engine removed to Miss Fanning's coach house, which has been engaged for the purpose; with this order he is seen, and we think very properly, refused to comply, but having received his commission from one of His Excellency's predecessors, he conceived it his duty to wait upon the present Administrator of the Government, and take instructions from himself personally, as to which course he should pursue. After some discussion it was settled, that on His Excellency's giving an order to the same effect as that given by the Secretary of the Board of Firewardens, the engine should be taken out of the place where it was deposited under the sanction of the late administration, and removed to that provided for it by the present. It is a matter of little consequence to the town where the fire engine is deposited, so that it be a convenient and safe place—and the place appropriated is, perhaps, as good as the old one—but it is of the utmost importance to the well-being of the community that laws when enacted should receive a legal construction. Whether that relating to Firewardens passed in the last Session has received such construction, and whether the present Board

of Firewardens is legally and constitutionally formed, is a question that we shall not in our next No., treating the subject at the same time with the gravity that its importance both local and general entitles it to receive.

The Elections have terminated in Nova Scotia. As we are not fully informed as to the results—the last Halifax paper not being able to give all the returns—we shall not venture any remarks. We have heard, however, that the Conservative party, it is calculated, will have a majority of three or four.

DURING the hurry and pressure of Legislative and other business, a valuable statistical document, received from Mr. Lewis, the Clerk of the Market, a long time since, was lost sight of. We publish it now because it is still of interest, and because our readers will have it to refer to, when we shall have the pleasure of inserting similar communications from the same intelligent officer, relative to the ensuing Christmas and Easter Markets.

TO THE EDITOR OF "THE GAZETTE."

Your flattering remarks on my last letter, with, I believe, its favorable reception by the public, have induced me to make a few observations in connection with the same subject, in the hope that it will be the means, in a measure, of making known the capabilities and resources of the Island, not only to its own inhabitants, but wherever your valuable paper is circulated.

There are two articles of produce in which, I think, there is some improvement required, viz., Poultry and fresh Butter. In the summer and fall there is an over supply of each, but in the winter and spring there is a deficiency. What I would wish to see is a regular supply all the year round.

It is part of my duty to keep a memorandum of all produce offered for sale, and to sum up the amount at the end of every three months, by which I am enabled to make a comparison. I have selected the three last quarters of the three last years, which are as follows:—Quarter ending 31st December, 1848, £2820 10s. 6d.; corresponding quarter of 1849, £3151 11s. 3d.; do. 1850, £4068 18s. 6d.; Live Stock, Hay, Straw, Lumber, and Fish are not included.

The following table will show the amounts of the most important items of produce in Market, for the last six months, as follows:—

	Quarter ending 31st Dec., 1850.	Quarter ending 31st March, 1851.	Total.
Beef,	79,784 lbs.	43,007 lbs.	122,881 lbs.
Mutton,	42,857	21,915	64,772
Pork,	57,011	46,801	103,812
Flour,	77,284	71,139	148,423
Oatmeal,	29,781	35,646	65,427
Butter,	5,521	3,873	9,394

It is now time I should advert to the chief object of this letter, that is, our last Easter Market. Both carcasses of Beef of the prize Oxen were in the stall of Mr. Beer, and of course the best Beef, the one weighed 880 the other 930 lbs. Other heavy carcasses, one each offered by Messrs. Dodd, Holman, Hancock, Blake, and Gleeson, were very superior of their kind, and attracted particular attention: The prize Mutton was also in the stall of Mr. Beer, the same remarks made on Beef will apply to this article; all the butchers showed particularly good articles, which elicited much praise; the heaviest carcass I saw weighed was 105 lbs. Veal was not a large supply, but two carcasses, one offered by Mr. Dodd the other by Mr. Hancock, drew much attention: it is hard to say which was best, as both claimed a preference, they were each something over 100 lbs. A carcass of Lamb, shown by Mr. Beer, I am sure could not be surpassed for beauty or quality, and must be considered a variety at this early season. Upon the whole, I think it the best Meat ever exposed in this Market. Country produce, generally, was not over abundant. There was a good supply of green and dry Pork, Bacon, and Hams, which found a ready sale. Calculations, kept by me during the day, of the different articles offered, amount to £348 6s. 9d., which gives some idea of the business done.

The improvement that has taken place in our Meat must be very gratifying even to a casual observer. Some ten or twelve years ago, a carcass of Beef or Mutton, from about the latter part of January till it came off the grass the following summer, was a rare occurrence; but now we have it all the year round, and that offered in the winter or spring is far superior to that offered in the summer and fall.

In the hope that like improvement will take place in other articles of produce,

I remain, Sir,
Yours, &c.,
Market House, April, 1851. GEO. LEWIS.

A motto for (Whelan's) "Royal" Gazette.
As bees, on flowers alighting, cease their hum,
So, settling upon places, Whigs grow dumb.—MOORE.

An Inquest was held before the Coroner of Queen's County, on the morning of Thursday, the 28th inst. on view of the body of Mr. Alexander M. Aulay, "Hermitage Farm," Charlottetown, Royalty, found dead on the Princeton Road, within a few hundred yards of Charlottetown. The deceased left town late on Wednesday evening, with a Horse and Cart, for the purpose of returning home, and we regret to say, having been the worse of liquor, he drove the horse on one side of the road, and one of the wheels coming in contact with the edge of a plank forming a small bridge, the cart overturned, threw the deceased out and fell on him. He was discovered quite dead, about half-past ten at night, and the horse lying on his back, by a person of the name of Corbin, on his way home from town.—*Id.*

SECRETARY'S OFFICE, SEPTEMBER 1, 1851.
His Excellency the Lieutenant Governor has been pleased to direct the names of the following Gentlemen to be inserted in the Commission of the Peace for King's County:—
Charles Dingwell, Esquire, of St. Peter's; and Frederick Norton, Esquire, of Kings Rivers.

JAMES WARBURTON, Col. Sec'y.
TREASURER'S OFFICE, 1st Sept., 1851.
Warrants from No. 136, of the date of March 21, 1850, to No. 212, of the date of May 2, 1850, will be paid at the Treasury on demand, together with the interest due thereon.
JOSEPH POPE, Treasurer.

Married.
On the 30th ult., by the Rev. W. H. Cooper, in St. James's Church, Mr. William Bagelow, jun., of Lot 16, to Miss Anne Frederick.
On the 6th instant, by the same, Mr. John Waldron, of Lot 12, to Miss Nancy Wallace.
On the 13th inst., by the same, Mr. Thomas Ramsay, of Lot 11, to Miss Hannah Penrose Ellis of Lot 12.

Died.
At Charlottetown, on Monday morning, the 1st inst., SIMONA, eldest surviving daughter of GEORGE BEAZELEY, Esq., R. N.—aged 30 years.
On Tuesday, the 2d inst., ANNIE MARY, only daughter of Mr. E. L. LYDIARD, aged 19 months.
At Mobile, Alabama, of Bilious Fever, on the 25th June last, Mr. Allan Beaton, aged 26 years, fourth son of Alexander Beaton, East Point of this Island.

Passengers.
In the *Brig Penelope*, for London, sailed on the 27th—Miss Jane Davies, Miss Mary Ann Yates, Miss Hodges, Mrs. Broderick and family, Mr. George Butcher.
In the Steamer from Pictou on Thursday evening last—Major Cumberland, 42nd Regiment, D. Ross, Esq., M. S. Brown, Esq., R. G. Fraser and lady, Capt. Gillis, George Foster, Mrs. Ross, 3 in the Steerage.
In the Steamer from Pictou yesterday morning—W. H. Randolph, Esq. and lady, James Duffy, Esq., Messrs. Samuel W. Deblois, James Romans, & William McKay.

Port of Charlottetown.
ENTERED:
August 28—Brig. Trimmer, Pigot, Sydney; coal.
—Schr. William Nelson, Chappell, Bay Verte; deals.
30—Rob Roy, Turnbull, Pictou; coal.
Sept. 1—Ploughboy, Muttart, Miramichi; lumber.
—Charles Waldon, McLean, Richibuctou; deals.
CLEARED:
August 27—Schr. Sagaban, O'Neill, Sydney; bal.
28—Dove, Robertson, Pictou; do.
—Brig Henrietta, Oliver, Cork; timber and deals—by Charles Welsh.
—Schr. Jolly Tar, Bouchet, Sydney; Bricks.
29—Brig William, Murchison, Miramichi; lumber.
—Schr. William Nelson, Chappell, Bay Verte; bal.
—Ship Mary Ann, Smith, Dalhousie; Lumber.
30—Schr. Majestic, Moore, Pictou; bal.