

The Spanish portion of the inhabitants of Panama were much frightened. Every house and place of business was instantly closed and barred; and but a few ventured out upon the balcony during the night. The hotels of the city were closed and guarded until the morning.

Of the amount of money and other effects lost by the passengers I can give but a very imperfect idea. It is supposed by many not less than \$100,000. True it is that a large sum is lost, and much more probably than will ever be ascertained.

Below I hand you a statement which has been obtained through the exertions of L. O. Goodridge, Esq., of Wells, Fargo & Co.'s express. It is principally made up of the cabin passengers, and it is far from being complete. Many of the steerage passengers decline giving a statement, preferring, I suppose to defer it until they see what action our government will take in the matter before making their claims known.

One circumstance must not pass unnoticed. A few of the ladies and gentlemen who had effected their escape by wading, some in their waists, in the water in the small boats, proceeded to the Cortez for protection. After some delay at the ship Captain Collins admitted them on board, but they were refused the use of rooms or any bedding and refreshments.

N. Rawson,
Passenger from San Francisco New York,
per steamers Cortez, Philadelphia, and
Empire City.

The Herald,

CARLETON-PLACE, MAY 15th, 1856.

MR. CAUCHON AND THE OTTAWA AND GEORGIAN BAY RAILWAY.

On the 7th instant, as we learn from the published proceedings of the House, Mr. Cauchon introduced a Bill, intitled "An Act to provide for, and encourage the construction of, a Railway from Lake Huron to Quebec." The Company is to be named the "Lake Huron, Ottawa and Quebec Junction Railway Company." Other companies, as the North Shore, the Montreal and Bytown, and Bytown and Pembroke Railway companies, having charters which provide for the making of the road below Pembroke, this Bill authorizes the granting of three millions of acres for the construction of the terminal road which is to connect Pembroke with the Georgian Bay. To the advocates of the opening up of a communication between the Georgian Bay and Ottawa, by canal or Railway, here is a step taken, which, if not defeated by the machinations of interested partisans, may issue in the realization of their hopes. The Bill has passed its first reading, but, as might be expected, it encountered opposition—Mr. Brown opposed it, because he is the head and front of "Her Majesty's constitutional Opposition," and he opposed it also as a citizen of Toronto. That city, connected by its Northern Railroad with Lake Huron, is naturally jealous of any movement which, by opening up a rival route, may be the means of diverting any portion of its trade. The project of a Ship Canal from the Georgian Bay to the Ottawa, was treated with hostility by the people of Toronto, and it is natural that they should oppose this Railway. The text of the Bill has not reached us, and it is possible that it may be objectionable in some of its details. It may grant too much or too little land, for the purpose; it powers conferred on the Company may be too great; and it may be questionable how far it is prudent to leave it to the discretion of any company, what class of emigrants they may introduce in the settlement of the lands conveyed to them. If any thing is faulty, we trust it will be corrected as the Bill advances to its later stages. But let it not be strangled through the competition of rival interests, already disproportionately aided from the public exchequer, while the interests of the Ottawa have hitherto languished under neglect. The principle of the Bill, to make a road pay for its own construction, by the granting of lands along its route, is a good one, and we hope, with modifications to deprive it of any objectionable features, it will pass the House.

The parties entrusted with the making of the road, according to Mr. Cauchon's Bill, are the North Shore Railway Company, the Bytown and Pembroke, the Brockville and Ottawa, and the Montreal and Vaudreuil Companies, for the last of which we should rather, with Dr. Masson, have seen the substitution of the Montreal and Bytown Company, and we do not understand the ground of its omission. The association however of the Brockville and Ottawa Railway with the others in the list is itself an act of good, and inspires hope. It shows that, however gloomy the anticipations of some of its projectors and the public, our local road is not dead. It may suffer for the present from suspended animation, but it is capable of resuscitation. If the public lose hope, and its proper nurses abandon it, the state physician is at hand, and by an opportune bleeding—not of the patient, but of the public purse, he will arouse it to vitality. Such depletion, hypocritically but not recklessly had recourse to, must, we are persuaded, be resorted to for the resuscitation of nearly all the Railroads of the Province; and if ours compete for a portion of the benefit resulting from it, it will get no more than its share.

The British papers state that the Irish Farmers will be severe sufferers by the conclusion of peace. They held large quantities of wheat which they refused to sell while the prices were high, expecting them to become still higher. But now that the fall has taken place they have to submit to the reduced rates, which they do with the worst grace. Something of the same kind has been witnessed in Canada.

The Watertown journal says that a drunken Frenchman was run over by the cars, and was instantly killed, on the 29th ult., a short distance west of the Canastota station. The unfortunate man had got helplessly drunk, wandered on the railway track, sat down there—and was unable to get out of the way.

CANADIAN NATURALIST AND GEOLOGIST.

We have just received the second number of this highly valuable work. It is as our readers have already been informed, published by E. Billings, Esq., Ottawa; and it is considered, highly worthy of an extensive patronage. The following articles have already appeared in this work:

1. Introductory—General Principles and Theories of Geology.
2. On the Nomenclature and Classification of the Animal Kingdom.
3. Fossils of the Potsdam Sandstone.
4. Fossils of the Lower Silurian Rocks of Canada.
5. Stone Lilies of the Trenton Limestone.
6. Fossils of the Upper Silurian Rocks.
7. DEER OF BRITISH NORTH AMERICA.
8. Natural history of the Moose Deer.
9. ditto. the Northern Reindeer or Barren Ground Caribou.
10. The Woodland Caribou.
11. The Wapiti or Canadian Stag.
12. The common Deer.
13. The Mule Deer.
14. On the American or Black Bear.
15. On the Grizzly Bear.
16. The White or Polar Bear.
17. The Cinnamon Bear.

- GEOLGY:
17. On the Fossil Corals of the Trenton Limestone.
 18. On the technical terms of Palaeontology.
 19. On the Fossil Shells of the Niagara and Clinton groups.

- ORNITHOLOGY:
20. Technical Terms.
 21. On the Robin or Migratory Thrush.
 22. On the Black Duck.
 23. On the Wood Duck.
 24. The Green-winged Teal.
 25. Blue-winged Teal.
 26. On the Mallard.
 27. On a Sea Gull shot at Ottawa.

UPPER OTTAWA.

The Ottawa Monarchist says. The Steamers Emerald and Oregon have been advertised to commence plying in the respective routes, as soon as the navigation admit of it; they are first class iron boats, well managed, and the scenery along the route is not to be surpassed in Canada; it was only but knows that such facilities exist for travelling on those waters, we feel confident a share of the American pleasure could be attracted; Hunters views and scenery may do something towards effecting it; it would amply repay the tourist to a trip as far as the Joachim, the termination of steam navigation, which is performed from Pembroke, by a very splendid boat, called the Pontiac; the whole of forwarding Company's business, is under superintendence of Capt. Cummings, who also commands the Emerald, a more obliging and gentlemanly master is not to be met with in Canada. This route is just brought into notice, and we hope that the contemplated survey to Lake Huron completed, more will be known of it, and most certainly, it will be appreciated. We wish Capt. Cummings a profitable sea business, and that he may have many travellers to travel with him, is sincerely to be desired by all friends on the Ottawa.

The Ottawa Monarchist says. With regret we have to announce the death of Mr. James Robinson, formerly Merchant of Bytown which occurred in Ogdensburg, on the day of his burial, as the corpse was leaving the house, the tidings arrived that his son had committed suicide in "Minnesota"—dreadful surely.

A WELL INFORMED IMPERIAL OFFICER. The "Leader" says a handbill was issued the 29th April, signed "A. H. Hawke, Emigrant Agent for Upper Canada," in which emigrants are invited to accept free grants of land on the Toronto, Sydney, and Dorset Roads. If any unimproved emigrant should foolish enough to take the advice of this rascal officer and make a pilgrimage to the said land, he will have the mortification of finding on his arrival that all the free grants that region were exhausted some four ago; and that he will not be able even to Crown Land for money, much less as a gift!

The London Times of the 3rd says it is the intention of the Government to dispatch Canada direct from the seat of war 50,000 infantry, consisting of five regiments, on a decided establishment of 1,000 each. The men named for this service are—2nd and 1st Foot (Royals), 18th Royal 23rd Royal Welsh Fusiliers, 68 Light Infantry, and 2nd Battalion Rifle Brigade. augmentation of the force in the West has been also decided upon. This will consist of the 19th Foot, 50th Foot, 55th T1st Highland Light Infantry, 88th Con Rangers (Young Fagles), and 3rd Bat (newly raised) of the Rifle Brigade. P. Walsh, 3rd non-commissioned officer, gunners and drivers, and 2 trumpeters of the Royal Artillery, under the command of Captain W. Morris, adjutant of the 1st Battalion, proceeded to the Royal Arsenal at Woolwich on the 3rd April to embark for Canada. These men are to fill up the vacancies in the four companies at present out here, caused by numbers from those companies volunteering for service in the Crimea. Captain Morris will return after delivering the men off to the commanding officer in Canada.

Mr. Cayley's Tariff.—We learn from the resolutions adopted in Committee, that silk, and manufactures of silk, are taken out of the 20 per cent list, and will be charged as other dry goods. There are some alterations in spirits and wines; and the amended resolution reads thus:—

| | | |
|--|--------------------|-------|
| Brandy, per gall. | 4 | 0 |
| Cordials, per gall. | 5 | 0 |
| Gin and other Spirits and Strong Waters, not being Rum, Brandy or Whiskey, per gall. | 2 | 6 |
| Rum, per gall. | 2 | 3 |
| Whiskey, per gallon. | 0 | 7 1/2 |
| Wine, in wood, not exceeding £10 per pipe of 126 gallons. | 1 | 0 |
| Over £10, and not exceeding £15 per pipe of 126 gallons, per gall. | 4 | 6 |
| Over £15, per gallon. | 2 | 0 |
| In quart bottles, on Wine not exceeding 20s in value, per doz. | 7 | 6 |
| Over 20s, and not exceeding 40s per dozen | 10 | 0 |
| Over 40s per doz. | 12 | 6 |
| In pint bottles, in like proportion, per doz. | 3s 9d, 5s and 6s 3 | |
| Dried Fruits are 11 instead of 14d; ginger, pimento and pepper 2d instead of 3d; cinnamon 3d instead of 5d; mace, taken out of the unenumerated class, at 4d and classed with nutmegs at 9d. No alteration in sugars from first resolution. Wrought butt stones and hat plush to be admitted free. | | |

A writer in the Pilot, who appears to be well informed, declares that the Grand Trunk road between Brockville and Montreal, is very badly built; that the iron is bad and already bears the marks of wear and tear; that the fastenings are insufficient and so badly laid, that there are gaps of an inch and a half between the rails; that the locomotives are very bad and the cars worse, and that as a consequence of the whole, the trains are not able to run more than sixteen miles an hour. We would like to hear more evidence on this subject, and certainly the facts must be within the reach of many persons. Let us have light.

Pope Pius IX has appointed two new bishops for Upper Canada, who are to have the charge of the newly created bishoprics of London and Hamilton. The reverend father named for that of Hamilton is the Rev. John Farrell, formerly curate of Peterborough, in the Kingston Diocese, and, if we mistake not, a senior Fellow of the St. Sulpice Seminary of Montreal. That of London is to be filled by the Rev. Pierre Adolphe Pisonneau, presently incumbent and archdeacon of the Cathedral of Montreal. The consecration of Rev. Pisonneau will take place at the Cathedral, in Montreal, about the middle of next month.

A resident of Longueuil writes to L'Avenir, giving a detailed account of the extraordinary scale on which the Grand Trunk Railroad Station of that place is managed—there being a superfluous host of clerks and various employees, receiving fat salaries with very little to do. A list of these salaries is given, the highest of which is \$1,500, with house free, and found in fuel, horse and servant. In Montreal, the highest salary is only \$2,500! The excess of expenditure in salaries beyond what would be a liberal allowance, is computed in this locality alone at \$47,000 a year!

THE "SPIRITS" DISAPPOINTED.—The steamship "Ericsson" arrived at New York in safety on Wednesday from Liverpool. Mrs. Porter, a "spiritual medium" of New York, prophesied that that vessel would be burned to the water's edge before the 26th of April. She should have waited until she was almost certain of the facts, as did her brethren and sisters who, guided by a scientific hypothesis in a New York paper, predicted the fate of the Pacific after she had been out nearly three months.

THE ESTIMATES FOR 1856.

Mr. Cayley pushed his Tariff Bill through the second reading last evening in spite of the protestations of the Opposition that this should not be done until the Estimates for the year were before the House. But no sooner was the Tariff Bill safe, and the burdens of the people formally augmented, than the Inspector General condescended to bring down his estimates. Shortly before midnight, the printed document was placed in the hands of members.

The estimated revenue for the year is as follows:—

| | |
|---|---------------------|
| Customs | £1,300,000 |
| Excise | 21,000 |
| Public Works | 100,000 |
| Territorial | 120,000 |
| Bank Imposts | 22,500 |
| Militia Fines, &c. | 20 |
| Fines and Forfeitures, including Seizures | 5,000 |
| Casual Revenue | 30,000 |
| Law Fee Fund, 12 Vic. caps. 63 and 64. | 6,500 |
| Total | £1,506,020 |
| The estimated expenditures are as follows:— | |
| Interest | £215,000 |
| Sinking Fund | 75,000 |
| Common Schools | 85,000 |
| Legislation | 100,000 |
| Justice | 110,000 |
| Militia | 50,000 |
| Executive departments | 215,000 |
| Post-office deficit | 92,000 |
| Grand Trunk interest | 227,000 |
| O. S. & H. R. do. | 30,000 |
| Legislation | 100,000 |
| Tug-boats | 18,000 |
| Penitentiary | 11,500 |
| Insane Asylum | 24,000 |
| Hospitals | 10,000 |
| Light Houses | 26,000 |
| Agricultural Societies | 16,000 |
| Public Works (repairs) | 30,000 |
| Sundries | 195,235 |
| Total | £1,501,235 (Globe.) |

The New York Herald, in speaking of the effect which the establishment of peace will have on the price of flour, says:—

"The fall in the price of flour consequent upon the establishment of peace in Europe, must be attended with a corresponding reduction in the price of food. Flour can now be had at about six dollars a barrel, according to the last quotations which is a little more than one-half the amount paid for it about a year ago. The bakers, however, appear to be entirely oblivious of this sudden and unexpected fall in the rate of breadstuffs, if we are to judge from the present diminutive size of the loaf. No change has taken place in it, and the bakers seem determined that whatever gain is to be made by the reduction shall be to their sole advantage."

A DIABOLICAL ACT.—The Intelligencer says—Previous to the steamer City of the Bay, leaving the wharf at Kingston, on the 28th inst., some wicked effected an entrance to the steamer's engine, and took the valves from the force pumps (which feed the boiler) away, thus rendering the boat liable to be blown to atoms at any moment, and every soul sacrificed. It is difficult to believe that such fiends exist, who would thus wantonly attempt to destroy the lives of their fellow men and render useless an immense amount of property, for apparently nothing less than revenge. Mr. Henry Court, on the part of the owners of the boat, have offered a reward of \$250, for the discovery of the parties implicated in this most atrocious act. We trust they may be brought to justice.

Toronto Correspondence.

Toronto, 9th May, 1856.

MR. EDITOR, I propose to give you, this week, some useful statistical information, showing the steady increase in the national wealth and prosperity of the country. It will be observed that a very large part of the exports are of the class called raw material; principally the produce of the Farm, the Forest, and the Mine, and I wish also to call attention to the great variety of articles, which may be produced by the industry of the people, apart from the manufactures of the country which are yet only in their infancy.

STATEMENT OF THE VALUE OF VARIOUS ARTICLES, EXPORTED FROM CANADA DURING THE YEAR 1855.

| THE MINE | £ | s. | d. |
|--------------------|--------|----|----|
| Copper | 104 | 16 | 8 |
| Copper Ore | 22,801 | 19 | 0 |
| Pig and Scrap Iron | 6,393 | 8 | 1 |
| Stones | 2,158 | 11 | 11 |
| | 31,458 | 15 | 8 |

THE SEA.

| | | | |
|-------------|---------|----|---|
| Dried Fish | 68,651 | 7 | 6 |
| Pickled do. | 31,151 | 9 | 4 |
| Fresh do. | 4,483 | 12 | 0 |
| Fish Oil | 10,693 | 12 | 2 |
| | 114,980 | 1 | 0 |

THE FOREST.

| | | | |
|-------------------|-----------|----|----|
| Pot Ashes | 130,566 | 4 | 9 |
| Pearl Ashes | 45,822 | 16 | 1 |
| Ash, Timber | 1,571 | 5 | 10 |
| Birch, do. | 6,725 | 15 | 5 |
| Maple, do. | 60,605 | 14 | 10 |
| Oak, do. | 209 | 6 | 2 |
| White Pine, do. | 82,011 | 2 | 2 |
| Red Pine, do. | 367,654 | 6 | 6 |
| Tamarac, do. | 106,684 | 17 | 0 |
| Walnut, do. | 3,205 | 12 | 1 |
| Basswood, &c. do. | 5,458 | 6 | 10 |
| Standard Staves | 2,756 | 18 | 9 |
| Other Staves | 77,771 | 14 | 8 |
| Battens | 32,362 | 12 | 6 |
| Knees | 110 | 7 | 8 |
| Scantling | 1,677 | 9 | 1 |
| Treenails | 12,787 | 18 | 9 |
| Deal | 400 | 8 | 9 |
| Deal Ends | 294,257 | 13 | 9 |
| Planks and Boards | 6,045 | 16 | 7 |
| Spars | 581,989 | 5 | 10 |
| Masts | 17,032 | 9 | 6 |
| Handspikes | 55,436 | 3 | 6 |
| Lath and Lathwood | 95 | 10 | 0 |
| Firewood | 7,160 | 10 | 0 |
| Shingles | 16,429 | 1 | 6 |
| Sleepers | 6,791 | 16 | 6 |
| Roofing Ties | 1,408 | 15 | 11 |
| Cars | 6,734 | 19 | 9 |
| Other Woods | 7,611 | 9 | 6 |
| Saw Logs | 7,257 | 5 | 6 |
| Furs and Skins | 11,701 | 10 | 2 |
| | 28,815 | 1 | 0 |
| | 1,986,980 | 16 | 10 |

ANIMALS AND THEIR PRODUCE.

| | | | |
|-----------------|---------|----|---|
| Horses | 66,111 | 2 | 1 |
| Cows and Calves | 36,769 | 0 | 2 |
| Oxen and Bulls | 74,033 | 6 | 0 |
| Swine | 16,682 | 11 | 9 |
| Sheep | 8,740 | 2 | 9 |
| Poultry | 1,528 | 3 | 8 |
| Beef | 6,387 | 16 | 5 |
| Bacon and Hams | 2,384 | 11 | 4 |
| Butter | 56,306 | 6 | 6 |
| Cheese | 4 | 10 | 0 |
| Bears Grease | 361 | 17 | 4 |
| Eggs | 14,414 | 10 | 9 |
| Hides | 24,035 | 7 | 9 |
| Horns | 518 | 11 | 1 |
| Bones | 175 | 0 | 9 |
| Feathers | 191 | 2 | 9 |
| Lard | 4,262 | 17 | 9 |
| Pork | 15,510 | 18 | 6 |
| Tallow | 1,512 | 16 | 4 |
| Tongues | 38 | 15 | 5 |
| Honey | 17 | 1 | 9 |
| Wool | 68,836 | 7 | 7 |
| | 398,796 | 0 | 6 |

AGRICULTURE.

| | | | |
|----------------|-----------|----|---|
| Barley and Rye | 145,807 | 0 | 6 |
| Beans | 394 | 6 | 9 |
| Brass | 4,809 | 12 | 1 |
| Flour | 1,450,480 | 2 | 7 |
| Hay | 358 | 13 | 8 |
| Hops | 2,788 | 5 | 8 |
| Indian Corn | 19,861 | 16 | 4 |
| Malt | 19 | 4 | 4 |
| Meal | 8,419 | 19 | 4 |
| Oats | 2,385 | 11 | 0 |
| Pease | 6,863 | 17 | 7 |
| Balmain | 78 | 12 | 3 |
| Flax Seed | 1,714 | 16 | 7 |

| | | | |
|-------------|-----------|----|----|
| Other Seeds | 11,802 | 1 | 9 |
| Maple Sugar | 216 | 16 | 1 |
| Fruit | 2,387 | 10 | 7 |
| Vegetables | 17,977 | 0 | 11 |
| Tobacco | 491 | 10 | 0 |
| Wheat | 1,482,216 | 12 | 1 |
| | 2,287,599 | 18 | 3 |

MANUFACTURES.

| | | | |
|-----------------------|----------|----|----|
| Cotton | 53 | 15 | 0 |
| Candles | 305 | 15 | 1 |
| Furs | 1,443 | 9 | 8 |
| Glass | 2 | 15 | 0 |
| Hardware | 4,936 | 14 | 4 |
| India Rubber | 8,592 | 15 | 11 |
| Indian Bark Work | 410 | 0 | 0 |
| Leather | 3,357 | 4 | 1 |
| Linen | 42 | 0 | 0 |
| Musical Instruments | 235 | 0 | 0 |
| Carriages | 1,636 | 18 | 4 |
| Starch | 26 | 17 | 8 |
| Straw | 2,289 | 13 | 7 |
| Sugar Boxes | 46,889 | 6 | 7 |
| Rags | 4,687 | 3 | 3 |
| Soap | 309 | 8 | 0 |
| Oil Cake | 3,271 | 0 | 0 |
| Biscuits | 3,038 | 0 | 0 |
| Wood | 11,008 | 9 | 1 |
| Woolens | 3,246 | 19 | 1 |
| Ground Plaster & Lime | 19,112 | 6 | 8 |
| Alc, Beer and Cider | 1,187 | 12 | 8 |
| Whiskey | 581 | 18 | 8 |
| Other Spirits | 2,324 | 5 | 1 |
| Vinegar | 36 | 1 | 9 |
| | £119,019 | 6 | 1 |
| Other Articles | 17,140 | 13 | 8 |

RECAPITULATION.

| | | | |
|--------------------------|-------------|----|----|
| Produce of the Mine | £31,458 | 15 | 8 |
| Do. | 114,980 | 1 | 0 |
| Do. | 1,986,980 | 16 | 10 |
| Animals & their Products | 398,796 | 0 | 6 |
| Agricultural Products | 3,257,599 | 18 | 2 |
| Manufactures | 119,019 | 6 | 1 |
| Other Articles | 17,140 | 13 | 8 |
| Ships | 304,886 | 5 | 0 |
| | \$6,230,861 | 16 | 11 |

Add 20 per cent to amt. sent for Inland Ports. 816,252 8 4

The exports for 1854 were £5,754,797

10s 3d, consequently, the increase of 1855, over the previous year is £1,282,347 14s. 6d.

Next week, I will give you a statement of the imports.

Yours,

E. B.

SKETCHES OF THE COUNTY OF RENFREW.

No. II.

WHITE LAKE—McNAB.

Where is the benighted wanderer in this world's desert, who has not heard of "White Lake," the most easterly village in the County of Renfrew—the Athens of the County—where the arts and sciences are secured munificently, and flourish with a vigor, which grows far into the future as the result of modern times;—if such an unfortunate exists amongst your numerous readers, probably a short sketch of the "digging" under the above title, may rub the rust of ignorance off his understanding, and enable him to hold up his head among other "learned travellers."

The particular date at which the first tree was felled has not been recorded on any parchment, sheepskin, paper, or other material used by scribes in the County of Renfrew, but, as Solomon of Streetville says, it is about eighteen years ago, at which period, Chief MacNab of that ilk removed from his residence "Kinnell Lodge" on the Clats Lake, to "White Lake," and built what in those days was considered a neat stone cottage at the lower end of the sheet of water known by the Indian name of "Waba." In a short time settlers gathered around him; and Waba Cottage has the type in Canada, of the hospital which has ever been the pride of the Highland Chiefdom. Memory brings back to my mind the old Laird's Highland well-come to hospitality of the Cottage—his pipe, "the chevalier's sword" and also the unapproachable grace and manner with which he recounted anecdotes of his travels on the continent of Europe in early life. During the residence at White Lake a few tradesmen built small houses in the immediate vicinity and gradually the place assumed the appearance of "something," but what description of village it would arrive at, would have puzzled the far-famed astuteness of a "Philadelphia lawyer." But a change was to come over the embryo Town, and this was to be effected by the bodily arrival in the Athenian nucleus of a mighty machinist and miller—a man great in valor, powerful in prayer, strong in the goods and chattels that belong to common mortals, and who had—so the gossip ran—actually "shaken hands" with "Mungo Park."

person of frightful fame, did positively arrive at White Lake, and two or three hundred yards down on the Brook that carries off the Lake water, is to be seen at the present day, a monument of his handy work, in the shape of two or three ancient looking buildings, which frown in sullen grandeur on the turbid waters that fall splashing and gurgling over one of the most primitive mill dams that ever spanned a stream. "The mill does good every day in general, but on man once heavy rain comes," was the remark of an old Scot, with whom I was in conversation a short time since. There are several saw mills, doing good work. A Carding and Pelling Mill was started a few years ago, but did not succeed, although the settlers were "filled" to think "hearts content." There are two general stores, two taverns, and as a settler of the latter, a clergyman, belonging to the Free Church; thus whom I may remark, that I know of few who deserve higher respect and consideration. A few years ago White Lake enjoyed a degree of drunkenness, but I understand that the social state of society is daily improving. It contains several schoolmasters, a tailor, two Justices of the Peace, and so schoolmaster, the last

incumbent of the hall of scholastic eminence, having taken "French leave" of White Lake, and all its attractions. The "Profound Teacher" is now matriculating at the village of Pembroke, so look out for an item under the heading of "Fashionable Arrival"—in the next number of the "Observer," the organ of that notorious "Little Peddleton,"—Pembroke.

I have little more to say about White Lake further than literary curiosities in that village are "like angel's visits, few and far between," and as far as romantic scenery is considered it may appropriately be called the "Lake of the dismal swamp," as the Lake is a shallow sludge-pool, over which the gigantic crane may be seen winging its lazy flight in hungry misery. Such is a brief sketch of White Lake. There are no "characters" in the village attractive enough to spin a yarn about the population, with one or two exceptions, being intellectually low, and of average morality. This is a blunt, but truthful picture, with which winding up I will close.

Yours truly,

PICKWICK, JR.