

of Charlottetown as to the site, the subscription list amounting to some £400 indicates their desire for Prince Street. The people of the country are most deeply interested in having the landing at a convenient place. They would not regard the walk from Prince Street to Great George Street, so long as they could have a suitable wharf accommodation. The constant traffic on Queen's wharf renders it unsafe for a ferry landing. As to the objections about the ice carrying away the wharf, he mentioned the end of Mr. Tremain's wharf, which had been removed, although it was not ballasted. He agreed with the hon. Mr. Palmer that the danger to the wharfs was from the westerly gales; east winds were not dangerous in Charlottetown.

Mr. M'INTOSH had listened attentively to the discussion, in order to arrive at a just conclusion if possible. The result was that he was in favour of Prince Street, as a wharf there would be the property of the people, for them to use as they saw fit; besides it was directly opposite the wharf on the other side. Younger members than he might probably see a bridge across the Hillsborough. Prince Street was central, and it was but fair to let the eastern section of the City participate in the trade of the country people. The distance between Great George and Prince Streets was not worthy of consideration.

Mr. DINGWELL wished to know if the wharf would be public property, or belong to the City Government. He understood that all the public wharfs were to be under the control of the Corporation. If he voted at all he would go for Prince Street, as most suitable. The town would extend in an easterly direction.

Hon. COL. TREASURER would inform the hon. member that the Corporation would have to pass a bye law, regulating the management of the wharf, which would require the sanction of the Executive Government before it would become operative.

Mr. HAVILAND—As speechifying seemed to be the order of the evening he would not give a silent vote. The necessity of having a wharf was admitted, and the Government had made this an open question. The members of the Government were at loggerheads about it. The Hon. Col. Secretary and the hon. Mr. Wightman differed, and where was the hon. Mr. Mooney! As for himself he voted as one of the members for Georgetown. His constituents were interested in the matter. He considered that the wishes and interests of the travelling public were to be considered, rather than those of the people of Charlottetown. It must be admitted that Prince Street afforded the most convenient site, and it was immediately opposite the other Ferry Landing. He would support the resolution, provided the general, and not the local Government, had the superintendance of the wharf.

Hon. Mr. WIGHTMAN denied that this was a question on which the Government was expected to be unanimous. As for himself, the reason of his supporting the wharf at Great George Street was, that it would cost much less than at Prince Street, and would afford equal accommodation to the public. He considered that there was danger from the ice at Prince Street.

Mr. CLARK could see no weight in the objection; other wharfs were not destroyed by the ice.

The Hon. the SPEAKER said, that members from the country ought to express their opinions on a matter of this nature, in which they were more interested than Town members. From all the consideration he had been able to give to it, he was decidedly in favor of Prince Street. As to Mr. Reddin's offer, that he thought should be declined, as it would never do to connect public with private property. Prince Street had the advantage of being directly opposite the Ferry on the other side. The western part of the City was built up, and its extension must be in an eastern direction. The site of a new Market House should be considered in this discussion. Queen Square is already pretty well crowded with public buildings, and every market day it is so crowded that the sooner the Market House is removed the better. As to the Hon. Mr. Wightman's objection, that the wharf would be carried away by the ice, he would ask had Queen's wharf, Tremain's, or Reddin's, been carried away! yet the House was told that they could not build a wharf that would stand. A few years ago there was no Superintendent of Public Works; now that we have an officer of that description, appointed by the Government, there are public works made of wood which will compete with any of the same material to be found in any of the Colonies.

Hon. Mr. WHELAN—As nearly every one had spoken, he might be permitted to express his sentiments. The great diversity of opinion as to the site had, no doubt, been in some degree caused by the different private interests of individuals, and he might perhaps be accused of personal views in advocating that the new wharf should be at the foot of Prince Street. But it would make but little difference to him whether the wharf was at Great George or Prince Street—a distance of about 500 feet one way or another would affect him very slightly. The argument in favor of Great George Street was, that the plan was an economical one; but it must be borne in mind that Mr. Reddin and his heirs would be receiving from the public the interest of £800 annually, and the public would not have the same privileges and accommodation as Prince Street would afford. A wharf at the latter place would have the advantages of being directly opposite the other Ferry landing—the ownership of the ground by the Government, and the freedom from impediments by vessels obstructing the access to the wharf. It was absurd to argue that there would be danger from the ice, merely because it was 500 feet east from Great George Street.

Mr. LAIRD said, several speakers had laid much stress on the straight course between Prince Street and the opposite side of the Ferry. It might be so, but water carriage was cheaper than land carriage. He was in favor of Mr. Reddin's offer. If people wanted to come to town they did not wish to be landed outside the town.

Mr. MACDONALD thought that hon. members should consult the interests of people on the other side of the harbour, and he was of opinion that the wharf should be as near as possible to the present one. The difference in truckage might be comparatively unimportant to individuals, but the aggregate increase might be very great. He would therefore vote for Great George Street, which was 100 feet nearer the channel than Prince Street.

Hon. COL. SECRETARY denied that there was so great a difference. If the landing were established at Reddin's

wharf, there would be constant obstructions from vessels. He thought the people would prefer going to a quiet and unobstructed wharf.

Hon. Mr. WIGHTMAN explained, that vessels would be under the control of the Wharfinger. He was of opinion that the travelling public would be in favor of Great George Street. He would, therefore, move an amendment, substituting Great George for Prince Street. This was lost on the following division. Ayes—Hons. Messrs. Montgomery, Wightman, Mooney, Messrs. McDonald, Douce, Yeo, Laird, McGill and Cooper—9. Nays—Hons. Col. Secretary, Col. Treasurer, Mr. Palmer, Mr. Longworth, Mr. Whelan; Messrs. Haviland, Dingwell, Munro, Muirhead and Clark—10.

The House then went into Committee of Supply, when a resolution was passed, appropriating a sum sufficient to build the Wharf at the foot of Prince Street.

House then adjourned.

ROYAL AGRICULTURAL SOCIETY.

The Grain Show and Annual Meeting of the Society was held in the Temperance Hall, Charlottetown, on Wednesday the 5th March. Owing to the inclemency of the weather, which prevented Grain being brought from a distance, the competition was not so great as usual. The samples exhibited were very fine. There was no competition in four-rowed Barley, nor Red Clover Seed, but the sample of the latter, exhibited by Mr. James Clow, was of so fine a quality, that a prize of 15s. 3d. was awarded to it. The Prize Grain was, according to the rules of the Society, put up to Auction and sold for the benefit of the owners.

The first-prize Wheat fetched 16s. per bushel. Second-prize two-rowed Barley, 9s. First-prize Black Oats, 6s., and the second-prize Black Oats, 5s. The other prize samples were bought in.

The following Prizes were awarded:—

Best Wheat, Mr. Chester Woolner, Rustico, weight 62½ lbs.	£1 10 0
2d do Chas. Haszard, Esq., Bellevue.	1 0 0
Best two-rowed Barley, Mr. Chester Woolner, weight 54½ lbs.	1 10 0
2d do do Mr. Rob't Woolner.	1 0 0
Best Black Oats, Mr. Phillip Symonds, Crapaud, weight 40½ lbs.	1 10 0
2d do do Mr. John Bryenton, Lot 34.	1 0 0
A sample of Red Clover exhibited by Mr. James Clow, recommended.	0 15 3

Judges—Alexander Laird, Esq., M. P. P., Wm. Clark, Esq., M. P. P., and Mr. James McQuade.

After the Exhibition of Grain, the General Annual Meeting took place, His Excellency the Lieutenant Governor in the Chair. The Secretary read the Annual Report of the Committee, which was submitted and agreed to, as also the Annual Accounts.

His Excellency addressed the Meeting at some length, pointing out in a forcible manner the advantages the country had derived from the exertions of the Society, and the incalculable benefits that would be conferred on the farming interest, by the establishment of a Farm, under the direction of the Society, for breeding Stock for distribution through the country, &c. His Excellency also spoke in high terms of the quality of the Grain grown in the Island, and read the following extract from a letter relative to the Paris Exhibition:

"It was unfortunate I had not your authority about a fortnight sooner, or probably the wheat from your Island would have gained the prize that was awarded to Canada, Mr. — said so to me. It was not possible for him to put the grain before the Jury at the critical moment; he had too much to do for Canada, and there was no person appointed to produce it; so that although your friend, on your account, had previously taken the trouble to arrange all that was sent from P. E. Island, the Jury passed them inadvertently."

A Corn Dealer told me, that there is not such fine Wheat in France, and I am requested to inquire, if any of your Merchants would ship a cargo of such Wheat and Barley to any Port in France, and at what price?

The small samples sent were eagerly sought after for seed, and I gave them to the son of the celebrated Cassimir Perrier."

The Hon. Mr. Coles commented upon the Report which had just been read, and hoped that the farmers present would avail themselves of the suggestions contained therein. He contrasted the farming previous to the establishment of the Society with its present flourishing condition, pointing out, at the same time, the necessity for renewed exertion, in order that the Island might continue to retain its high character as an Agricultural Colony, when contrasted with the neighboring Provinces; and trusted, that the Society would receive the support of every one, however remotely connected with the farming interest.

Judge Peters and the Hon. Col. Swabey also addressed the Meeting, showing what the Society had already done for the agriculture of the country, and the great additional means it would have in its power of doing good to the farmer, if the Legislature granted the sum petitioned for, towards stocking and working such a Farm, as that alluded to by His Excellency.

Mr. George Beer perfectly agreed with what was said in the Report relative to the Durham breed of Cattle. He had had them now for some years, and found them to answer every purpose. The difficulty and trouble of wintering them was not greater than would attend any other breed, and he decidedly gave

them the preference. He applauded the efforts of the Society, and hoped soon to see the Establishment which His Excellency had spoken of, in a flourishing condition; as such a Farm properly conducted, was calculated to be of immense importance to the country. He regretted that the Hon. Mr. Mooney labored under the foolish delusion, that the Society was merely intended to benefit a few gentlemen in and around Charlottetown, which idea was preposterous; but he felt satisfied, that the farming community of Prince Edward Island were too much alive to their own interests to listen to any such nonsense.

Donald Montgomery, Esq., M. P. P., stated, that the present was the only Annual Meeting he had ever attended. He regretted this, and would in future be more regular in his attendance. He considered it to be the duty of every one in the Island to support the laudable efforts of those directing the affairs of the Society, in promoting the welfare of the farmer, and could confidently say, that there was not a section of the Island which had not benefited by their labors, &c.

LUMBER TRADE IN MICHIGAN.—The Port Huron (Michigan) Commercial states, that, from a careful estimate, it appears that not less than five hundred millions of feet of pine lumber have been manufactured in Michigan during the past year.—the calculation may seem incredible, but it is susceptible of demonstration. Chicago alone has received over three hundred million feet, and Chicago, though the most extensive, is but one of the marts for the trade. At least one hundred million feet may be added for the lake ports in Wisconsin. And this leaves only one hundred million for home consumption and the Ohio, Canadian and Eastern markets. This includes the Green Bay supply, nearly all of which is drawn from Michigan soil, and is exclusive of the supply drawn from the stunted and punky forests which skirt a portion of the western shore of Lake Michigan. St. Clair county manufactured over fifty millions feet of lumber, about nine million feet of which are held over. The average yearly value of product in this single article to have been at least \$550,000.

Wolf Island, which is located in the Mississippi river, below the mouth of the Ohio, has hitherto been in dispute between Kentucky and Missouri, and in consequence of doubtful jurisdiction, the public lands thereon were withdrawn from sale. The Commissioner of the General Land Office has at length received a report from the Surveyor General, affording conclusive evidence, that the main channel of the river, which is the boundary line between Missouri and Kentucky, passes on the east side of the island. Consequently, the latter is within the jurisdiction of the State of Missouri, and the Commissioner having so decided, has ordered the lands to be thrown into the market for sale.

According to the Louisville Courier, the recent excessive cold weather has been sufficient to kill the fruit buds on peach trees. The Madison (Indiana) Banner has a letter from Laurel Hill, in that State, to the same effect, and the Alton (Ill.) Courier says; that at a meeting of the Alton Horticultural Society, it was stated by several gentlemen that investigation showed the peach buds in the vicinity to have been killed by the severe weather.

A new Police system for New Orleans has just been proposed by the late head of that department in that city. It embraces a force of one chief, ten detectives, one captain for each division, a recorder, twenty-eight sergeants, twenty-eight jailors or clerks, and three hundred and forty-one day and night policemen, making a total of four hundred and ten men. The plan proposes, that the men shall be appointed by the Mayor, and hold office during good behavior and faithful service. It is also proposed, that all the men shall wear a uniform, except the detectives, and that they shall not meddle in political affairs.

M. GUILLOTIN AND THE GUILLOTINE.

The instrument bearing the name of Guillotine has been erroneously called an invention of Guillotin, during the period of the French revolution, and concerning its character some very false and incorrect notions have been entertained and perpetuated. This instrument, still used for capital punishment in France, and so much more humane, because more speedy than the method used in this country, was first employed in Italy, and afterwards in Scotland, but was only recommended by Dr. Guillotin, in the French convention, on account of its humanity; the royalist press christened it with his name, while, as far as it had a local author, a pianoforte maker by the name of Schmidt deserves the honor. The doctor's recommendation, which decided his fame, was no doubt true—"It will off with your head in a trice, and you will not feel it." So far from perishing, according to rumor, by this short method, he lived till 1814; when a natural death closed a useful and honored life, with only this cloud overshadowing it—the undeserved shame of first originating, and then perishing by the instrument which will wear his name as long as it remains.