

to mean the same thing as to be suspicious of Mrs. Somers, that she sent for her husband, whom, like all loving wives, she considered a very wise man, and able to detect the imposture if any one could.

When Mr. Somers heard the story, he proved himself worthy of the high regard in which his wife held his penetration and judgment. He suspected at once, putting all the circumstances together, that the English gentry, as they called themselves, Colonel Seymour and his lady, and Mr. Percy, were sharpers, if not worse, and that Old Bess, was an accomplice.

"But," said Mrs. Somers, "they have behaved with the greatest propriety."

"Mrs. Seymour dresses beautifully, and gives such pleasant parties," said Alice.

"All true, but it has been done on the credit system. I will go out and make some enquiries, however; and, Alice, prepare yourself at the time you set, five o'clock, to visit the fortune-teller."

Before the time, however, such developments of the financial operations of the party had been made, that warrants were issued to arrest them as swindlers, and also to take the gipsy as a vagrant and accomplice. She was arrested, and the officers entered the dwelling of the late Colonel Seymour, who had boasted often of his exploits in Waterloo, but though he stood before his enemies, he was now prepared to flee from his friends. All their valuables were packed, and it was evident that they were prepared for a flight; nor would they probably have stopped to make parting compliments, had the gipsy not got the ring into her hand. That was evidently the prize at which they aimed; but no real fact of such conspiracy could be proved. As they offered to pay all their debts if they were allowed to depart, the good people of Havenhill thought that it was the wisest course to take their money and let them go. So much lighter in purse, and better instructed in the difficulties of overreaching, they departed, and it is to be hoped they profited by the lesson, and became convinced that honesty is, in the end, a better trade than speculation.

The gipsy—who was she? Alas for the end of romance! What a pity that fairy diamonds will turn to chucky stones! What a consolation there was amongst the ladies and gentlemen of Havenhill, to whom she had told such beautiful fortunes making all the time such allusions to their families, and their early lives, that she had impressed them with the most profound awe of her wisdom and skill; what was their mortification when they found that this distinguished gipsy was their own townsman, the venerable Polly Briggs!

Through what metamorphoses she had passed, from the time she resigned the euphonious name, was never known; but none had injured her physical health. She had grown fat, and now had a face, though not a fair one. She seemed also perfectly at ease, or hardened in her mind. Some one observed to her, how greatly her mother would have been distressed could she have known what her daughter would become. She tartly answered, "My mother told fortunes before me, she was no better, only siller than I am. She did not make money by her art, and I can earn as much as you give your members of Congress. There will always be fortune-tellers as long as there are roots to believe and pay them."

Adventures of a British Subject sold into Slavery in the United States.

(From the London Times, March 23.)

At the Thames police office one day last week, William Houston complained to the magistrate that he, a free born British subject, had been sold into slavery by a sea captain, with whom he had engaged as a steward for wages. He exhibited his register ticket as a "seaman," No. 348,518, and stated that he was born in Gibraltar in the year 1810, his father a native of San Domingo, and his mother a London woman. About thirteen years ago, when settled in Liverpool, he shipped in the *Broad Oak*, at Liverpool, as steward, for \$25 per month. The captain's name was Joseph McCoy. On the arrival of the ship at New Orleans the vessel was sold, and the captain took him on shore and sold him to an American, by whom he was taken to a place called Triump, in St. Matthew County, where he remained in bondage for five years, when he found means to communicate with a lawyer. His owner, having learned that measures were about to be adopted for his liberation, put him in irons, and sent him back to New Orleans, when his owner's cousin, a surgeon, Charles Le Bland, took charge of him, and sold him for a good price to one Henry Boardman, an American, who kept a kind of public house in New Orleans, but did not keep him long, in consequence of his threatening to appeal to the British Consul. He was next bartered to Henry Lynch, an Irishman, who let him out on hire to a Captain Willis, by whom he was engaged to serve as a drummer in the American army, under General Taylor. He remained with the army for two years, was engaged in the war with the Mexicans, and received a sabre wound in the head at the battle of Monterey, and was wounded in the right leg by a shot at the engagement of Buena Vista. He was laid up in the hospital at Tampico for seven months, and, on his return to New Orleans, cursed of his wounds, the marks of which were still visible, was sold to John Keston, a boarding-house-keeper, who would not detain him as his slave, on discovering that he was free-born, and a British subject, but put him in jail, and sued Lynch, the Irishman, for the purchase money. After remaining in prison for twelve months, the Sheriff of the place took him out and conveyed to another prison, where he remained two months, and then, in accordance with the laws of the State, he was sold again to another Irishman, named Gardner, of St. Charles street, New Orleans, and the purchase was appropriated towards the expenses of his maintenance in jail.

He again claimed his privilege as a British subject, and Gardner sold him to a lawyer, named John Howard, of Baker street, New Orleans, to whom he also communicated that he was a British subject. Howard did not keep him long, and disposed of him to Mr. Barber, a Scotchman, of Natchez. He was only with Mr. Barber one hour, when he was again sold to a Mr. Lapierre, and he informed him that he was a free-born man from England, and asked him when he was going out of town. Mr. Lapierre replied, at five o'clock in the evening, and he requested his name and address, and an order to get his clothes from John Howard. Mr. Lapierre gave him his name and address, and the order, with which he immediately posted off to Mr. May-

hew, the British Consul. Mr. Mayhew questioned him upon his adventures, and put the case into the hands of a lawyer, who took him before a judge, and he made oath that he was a British subject. After that was done the British Consul said he must again remain in jail till the business was settled, and he was consigned to the hands of Sheriff Lewis, who kept him in jail for one year and three months, acting as cook and whitewasher. Fearing that the Consul had forgotten him, he wrote to him again, and in less than half an hour after its delivery the Consul came to him and asked him if he was ready to go home to Europe that night; to which he replied in the affirmative. He was immediately put on board the ship *Ann Doherty*, bound to Liverpool, where he arrived on the first of January last. He left Liverpool towards the end of last week, and walked up to London, where he arrived on Tuesday night, in the hopes of obtaining redress. The magistrate, having elicited from the complainant that the captain who had thus wronged him was not in his jurisdiction, and complainant had no idea where he was, could give him no redress.



WESTERN PLANET.

TUESDAY, APRIL 20, 1852.

The "Patriot" Again!

Our contemporary the Toronto *Patriot* after lecturing us upon the absurdity of making assertions without proof, condescends to employ a contemptible subterfuge to conceal his own want of argument. Such conduct in a sheet so distinguished is unbecoming and argues as little for its integrity as it does for its intelligence. The road we have named, "The Road East and West Line" is one which will very shortly attract much attention, and we should not be surprised if its superior merits were to be the cause of its present neglect; communities like individuals are so selfish and envious that it is seldom their inclinations are exerted against their particular interests. There are none so blind as those who will not see, and our friend the *Patriot* is determined neither to see, hear or answer. He ridicules the idea of a road from the St. Clair River to the Rond Eau Harbour, and why? Because he never heard of it. A most weighty reason and one quite in unison with his views respecting the trade and travel through Cleveland North and South. It is a great pity that a journal boasting of its commercial importance should have so little knowledge upon what it ought to have so much; it is yet a greater pity that such a journal should support its claims and shut its eyes to facts, simply because they are unpleasant and unexpected. But it is allowable in such a journal to give circulation to what it knows to be false, listen to the following:—

"If we have not been misinformed, the only vessel which attempted the feat of entering our friends Harbour in bad weather, last season, was wrecked at the entrance. The figures which shine so conspicuously on the planetary dial, might be useful, if correct; but before we consent to accede to the earnest request of our friend, that we should give others to compare with them, we must insist that he first corrects his own; in which good work (should he succeed) he will discover that he will have to add about fifty miles to the length of his favorite route."

So far as regards the misinformed, had our contemporary been desirous of giving the truth he might have obtained it of the Collector of Customs, together with much other matter that we are assured he stands in need of. The Rond Eau Harbour is the largest safe and best upon any of the Lakes. The sinking of the vessel alluded to, was a mere accident, it struck against one of the piers. The Harbour was visited regularly by a Steam Boat, as also by other vessels, the duties collected will prove to what extent. The works at the Harbour have never been completed. Another entrance at the lower end of the Eau has been in contemplation and there are other improvements which may be effected in due course of time, when the Harbour will have no equal on either shore for either its trade or convenience. Is this a fact unknown to our Commercial friend in the Peacock City? If it is we have no longer cause to wonder at the ignorance manifested upon matters and things in this country by our kith and kin in the British Isles. It is to be hoped that he who acts as our Agent and Lecturer in England will be better informed.

We are told by our contemporary that our figures are wrong with regard to distance, we took our figures from the authorized reports of the Engineers employed upon the several lines of roads and we challenge contradiction. But, so far as the argument goes that we have made an error of fifty miles in our calculations, supposing we have (though we deny that such is the case) the Rond Eau and Kent Line is still seventy-five miles shorter than the Great Western to New York City, while Philadelphia, Baltimore and Washington, it has yet greater advantages; and though the *Patriot* may not see, there are others who do, and we shall not be surprised if an application is made during the next session of the Provincial Parliament to charter a Company to rail this road. Beside other parties, the Government has a very deep interest in the matter. Such a road will make the Rond Eau a very important and profitable property, it will bring 50,000 acres of Government land into market, besides draining, clearing and settling a large extent of the most valuable soil in Canada West. The cost will not exceed £75,000, the Government might take £10,000, the County Council £40,000, and the Canada Company £25,000, it has nearly as much land in the immediate vicinity of the road as the Crown, every acre would bring one pound when the work was completed.

THE FIRE DEPARTMENT.

Having been absent from Town for several days we had not an opportunity until our return of seeing the episode signed "Many Firemen," which appeared in the *Advertiser*, we have no reply for so brilliant a conceit, but, the fact we stated shows the inefficiency of the Department. It calls for Municipal interference, for individual remark, and unmitigated censure. We again ask the Engineer, the Town Reeve and the Magistrate, why neither of the Engines or the Hooks and Ladders were there? The inhabitants demand an answer, the Insurance Companies demand an answer. The security of persons and property are among the first duties of civil Government. If the Fire Department is not properly organized it ought to be. According to the *Trenton* report there are funds to its credit. What is deficient, or what is wanted or desired? We have Hooks and Ladders, if there is no Company, and we have not been for three years, then there is blame somewhere, and upon whose shoulders it should rest we wish to know. When Engine Company No. 1 could not drag their own Engine to the scene of action, why did they not take the Hooks, Ladders and Pails; means have been provided to extinguish fires, they ought to be used. No mud would have prevented the Engine getting to the fire if either forethought or discretion had existed in the officers of the Company. Uniform and show are very good in their place, but the proper arena for display is a Fire Company, is the scene of conflagration.

Advantages of Railways.

Wherever these modern inventions for rapid travelling, and transit of commodities of commerce are found, the country through which they pass seems to become inhabited as if by magic with spirited and enterprising people. Farms converted into Villages, and these Villages into populous Cities, in an incredible short space of time.

The Iron Horse seems to possess the property of imparting the organ of "ego-hedality" to all things and all men within his influence, at least so it would appear; for distant though the Iron Horses are, who are to travel on the Great Western Line, yet their snort has already been dimly heard;—not in Chatham to be sure, but fifteen miles East of it, and what's the consequence? A most delightfully situated farm, on the South side of the River Thames, just where the Rail Road Bridge crosses the river is to be placed, has been laid out into a Town, called Thamesville.

A plan of which from the hands of that skillful Engineer and accomplished Draftsman RICHARD PARK, Esquire, was shown us to-day; and beautiful though it does appear on paper, the miniature bears no comparison with the beauties of the locality. Reader it matters not what your profession, occupation, or trade may be, here is ample scope, a new open field for you to occupy with a certainty of success.

Now is the time for investment! One year hence and a lot that Miss WALLACE, will now sell you for \$30 or \$50, will be worth ten times the amount. So be up and doing! The place has every advantage, good pure water, a well settled surrounding country, roads leading from London to Chatham on the one hand, and those leading from Lake Erie to Huron on the other, pass immediately through it. These with the Cars stopping to wood and water, and discharge and take freight, must and will make it a place of business.

A plan of this new Town may be seen at the Farmer's Exchange; where also Mr. Erasmus Wallace may be found, who is authorized to treat with parties wishing to purchase lots.

Pleasure Trip.

The Steamer *Plough Boy* will leave Chatham on Thursday the 22nd inst., at 2 o'clock, P. M., on a Pleasure Excursion to Lake St. Clair, returning the same evening.—Tickets seventy-five cents, to admit a Gentleman and Lady. The proceeds are to be given to the School Trustees for the purpose of fencing and ornamenting the Ground around the School House. The occasion will afford those who have not yet had an opportunity, of judging of the speed and comfort of the *Plough Boy*, so to do, we hope to see a goodly number gathered together, and more especially do we hope the weather will be fine, and the Gallant Captain meet with the thanks his generosity deserves, in gratuitously giving the Boat for the purpose.

The weather still continues cold and wet, the River is very high, several vessels are detained in Port on that account although loaded. The new vessel building at Louisville, owned by John Waddell, Esq., would have been launched on Saturday last, but for the freshet, the building of several other vessels is also retarded by the same cause, much loss and inconvenience will be sustained by this Springs flood.

St. George's Day.

On Friday next, the Anniversary of England's Patron Saint will be celebrated at the Chatham Arms Hotel. Every Englishman should attend, and we hope to see a goodly representation of the Sister Societies together with a host of our adopted countrymen.

We acknowledge the receipt of the first number of the *Canadian Life Boat*, it is a juvenile work devoted to the advocacy of Temperance principles, such works cannot help but be useful, we hope it will prosper.

Agreeable to advertisement the Premium show for Horses standing in the County, took place upon the Grounds belonging to the Society. The Judges appointed were, Messrs. John Smith, Matthew I. Dolan, and William McCree. The first Premium was given to Tokoro, owned by Benjamin Rice, the second Premium to Wild Boy owned by H. Wilcox.

The Maine Liquor Law was passed in the Legislature of Massachusetts by a majority of ninety three.—The Provincial Parliament of New Brunswick has also enacted the law. The question will soon be one for consideration here, it will be carried when we, therefore warn persons from investing means in its manufacture, as they will certainly lose by the operation, let them take warning in time.

The Middlesex *Protege* has become tired of belonging to no party, and has joined the ranks of the Conservatives, we congratulate our contemporary on the path he has taken, and we hope that many others may go and do likewise.

Another Steamboat Explosion!

LOSS OF THE GLENCOE!

Cincinnati, April 4.—Last evening, the Steamer *Glencoe* arrived at St. Louis from New Orleans, and as she was making landing exploded all her boilers. She had about 150 passengers aboard. A large number of them were killed.

After explosion, the boat took fire, and burned to the water's edge. The Steamers *Catawba*, *Georgia*, and *Western World*, laying along side, were greatly damaged, and many persons were killed on board of them.

No further particulars of the explosion of the *Red Stone*.

The Steamer *Hoozier State* came up two hours after the explosion, and rendered great assistance. The *Red Stone* landed to take a passenger aboard, and in backing out made but three revolutions when she exploded.—There were 64 passengers on board.—thirty-five of them were killed.

Mr. Laper, the first clerk, was standing in the door of his office, and was blown 100 feet into the air and fell into the river and swam ashore. He met with the captain struggling for his life with one arm broken. The second clerk was accidentally left at Madison. Both the pilots were so injured that their recovery is doubtful.

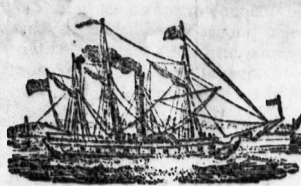
The editor of the *Lawrenceburgh Register* was on board and was blown ashore, where his body was found horribly mutilated.

Mr. Scott, a passenger whom the boat stopped for, was killed in sight of his family, who were still at the landing, having bid him good bye.

The engineer and firemen were all killed. All the lady passengers escaped.

Mormons.—The St. Louis Republican learns from the Mormon resident Elder in St. Louis, that two-thirds of the population of Kanawville will leave for Salt Lake this spring, and from eight to nine hundred Mormons will start from St. Louis in time to join their emigrating brethren. The trains, it is thought, will set out about the first of May. A steamer arrived in that city, from New Orleans, with 330 Mormons from England. Another party of 369 left Liverpool on the 10th of February and are shortly expected at St. Louis.

ARRIVAL OF THE STEAMSHIP



AMERICA.

Halifax, April 15.

The royal mail steamer *America* arrived at her wharf, in this city, at an early hour this morning, bringing dates to the 3rd April. She brings 138 through passengers, and 18 who landed here.

The Liverpool cotton market evinced extreme dullness and inactivity; prices were irregular, and quotations a shade lower. The commercial circulars, however, do not agree as to the exact extent of the deduction.—Broadstuffs continue depressed, and there was a slight decline at the sailing of the *America*. Provisions here are scarce and firm.

The following is the latest additional news received by the *America*:

England.

The British Parliament and the New Ministry are working together amicably, and the attention of the people seemed to be engrossed with the coming elections.

France.

The French Chambers were opened on the 1st February, with great pomp. Louis Napoleon made a great speech at his inauguration, in which he declared it was the policy of France to be at peace with foreign nations. He has not yet assumed the title of Emperor, but will do so when he considers it necessary for the peace of France.

Switzerland.

In Switzerland appearances are rather unfavorable to the refugees—they must either get to England or America.

India.

The British were preparing to make an onslaught on the Burmese.

China.

Revolutionists in China were carrying all before them.

The Search for Sir John Franklin.

TO THE EDITOR OF THE TIMES.

Sir,—I am directed to hand you for publication in *The Times* the enclosed copy of a letter from Dr. Rae, dated Detroit, United States, Feb. 28.

I am, Sir, your obedient servant,
A. BARCLAY, Secretary.
Hudson's Bay House, March 22.

"BIDDLE HOUSE, DETROIT, U. S.,
February 28, 1852.

"Sir,—I beg to acquaint you that I arrived here to-day, and that my search for Sir John Franklin has been fruitless.

"The furthest point reached during the summer's voyage on the Arctic Sea was lat. 70 deg. 30 min. north, long. 101 deg. west, on Victoria Land, about 80 miles west of the magnetic pole. Here we were arrested by ice for nearly a fortnight, and despairing of being able to push on further we commenced our return on the 19th of August.

"On our way to the Coppermine River two pieces of wood, the one oak, the other pine, were picked up. The former appeared to be a stanchion, in the upper end of which there had been a hole, through which a chain had evidently been passed. The wood on one side of the hole had been torn away, as if by pressure against the chain. The piece of pine looked like the butt end of a small flagstaff, and had certainly belonged to one of Her Britannic Majesty's ships, as there was a piece of line and two copper tacks attached to it, all of which bore the Government mark. The thread in the line is red. The line, tacks, and portions of the wood are preserved, and shall be delivered to the admiralty on my reaching England. We had a quick but rough passage of 11 days to the Coppermine, left one of the boats and a quantity of pemmican at the Bloody Fall, ascended the stream with the other boat, transported it from the Kendal River to Bear Lake in six days, and took it on as far as Athabasca River, when we were stopped by ice, and obliged to return to Fort Chipewyan on foot.

"On the 17th of November (after a detention of three weeks), the ice having become sufficiently strong for travelling, I started, in company with eight persons, for the Red River colony, and arrived there on the 10th of January, having walked all the distance, on snow shoes, in 44 days, exclusive of the detention at the trading posts.

"Having several arrangements to make, I did not leave Red River until the 31st of January, and in 10 days afterwards arrived at Crow Island, being the quickest journey ever made to that place from the colony. There being little snow further south, my men and dogs were sent back from Crow Island, while I came on hither by stage and railroad.

"I shall leave New York for England by the steamer of the 10th of March, and expect to be in London on or about the 22d, when I shall have the honour of handing you a more detailed report of last summer's operations, and also a rough chart of the new coast examined, about 500 miles in all, including the shores traced in the over-ice spring journey.

"I am happy to say that, with two exceptions, the conduct of the party under my command was excellent.

"I have the honour to be, Sir, your most obedient servant,

(Signed), JOHN RAE, C. F.,
Commanding A. S. Expedition.

"A. Barclay, Esq.,
Hudson's Bay House, London."

Serious case of Assault.—We regret to learn that on Thursday last, 1st inst., an assault was committed on the person of William Dolarey, a farmer and one of the sub-contractors on the Northern Railroads, by Michael Higgins, a blacksmith, also employed upon the work, which it is feared will be followed by fatal results. There had been a dispute between the parties in the blacksmith shop, and Higgins attempted to stab Dolarey with a red hot pick-axe, very sharp at the point.—The latter endeavored to ward off the blow, and the iron entered his hand and ran up the arm. Lockjaw has been the consequence, and his death is apprehended. By the exertions of officers Macfarlane and Mills, of the City Police, Higgins was arrested on Tuesday, and lodged in goal.—G/O.

From the London Correspondent of the "Colonist."

LONDON, March 25, 1852.

Quarter Day! "Before next Quarter Day," said one of the Free Trade journals last week, "the Protectionists will have had notice to quit." But the Protectionists have not had notice to quit: nor does it seem at all likely that they will have—at any rate for some time to come. I told you, a week or two ago, if you recollect, that the Free Traders were themselves to be, and that a division would, in all probability, leave them in a minority. Since then they have, in vulgar language, (very vulgar, I am afraid—but you must pardon it, because of its expressiveness,) declined to "come to the scratch" on any one real occasion. They blustered, bullied, threatened and boasted—but when the time has arrived for coming to close quarters, and for solid, earnest, substantial fighting, they have sheered off, like frightened curs, on the sound principle that—

"They who fight and run away,

May live to fight another day."

For instance, Mr. Bernal Osborne proposed the other night to divide the House on a question of Supply, in order that he might get the Parliament to pass a vote of confidence in the Ministry. Well, Mr. Disraeli closed with him:—met him front to front;—told him that the Ministry meant to divide with their opponents on the subject;—dared the Whigs, in fact, to do their worst.

But what was their worst? *Vox et preterea nihil!* The talked: oh, yes! there was plenty of speech. Osborne spoke, and Lord John Russell spoke, and Cobden spoke, and Bright spoke; and every body spoke that could muster up a word to say. When, however, Mr. Osborne came to reply, he said as coolly as possible:—"I have altered my plans, and I shall divide after all!" Now, is not this "too bad." Here are men on the one hand who have just quitted place because they were not strong enough for it, and who were such desperate bunglers at all which they undertook, that it would have been a national disgrace to retain them any longer as our Ministers;—on the other hand are men in whom, in despite of their necessarily ambiguous policy, the country has at least the confidence of hope, and who are doing their best to govern the country;—yet the "Incapables" are denouncing the United, and requiring them to state their "policy" under threat of an agitation such as the world has never witnessed! Their policy, indeed! Their policy is, alas, only too plain, because it is only too necessary. I take it as a great national advantage that now after Free Trade has disorganized the whole commerce of the country—or even re-organized it, if you will, a new set of men should have arisen to alleviate the strong, marked features that accompany the change. I will not assume that Free Trade is wrong;—I will not here argue that Free Trade may not be absolutely right;—but I will maintain that any change (however sound in principle) that suddenly and violently alters existing arrangements generates calamity in many quarters, and requires, (at least) to be tempered, and rounded off, so as to be endurable. I agree with the Chancellor of the Exchequer that free trade being a thing accomplished, it is better to palliate than to reverse it. In the present state of the popular mind, one might as well attempt to stop the flow of the Thames as to reproduce the protective system: any effort to do so must therefore be nothing but labor in vain. But it is not labor in vain to compensate the evils that have been produced by the change of system; and the policy of the new Ministry is to accomplish this as far as possible. It may be, it is, the case, that their labors must be especially directed to the relief of the agricultural interest;—for this simple reason, that it is in this interest which has suffered the most;—and when I see them, as I do, giving their attention mainly to the question as to how the burdens now resting on the land may be either in part transferred or divested of their peculiar handicaps, I recognize in them men ten times more fitted to become the guardians of the common weal than this trying juncture than those prating but impotent politicians, who for the last five years have occupied, but not adorned, the Treasury benches. So thinks the country; and if you want proof of this fact, see in the circumstance that Consols are at 98 1/2, and that a feeling of confidence pervades the public mind such as we very rarely experience.

I have but little in the shape of history to chronicle, this week. We are all very busy about the expected new election, which is supposed will "come off" within a couple of months from this date: and all sorts of people are starting for all sort of places. What the result will be, few persons are hardy enough to predict: but the general impression is that Ministers will find themselves somewhat stronger in the new Parliament than they are in the present one.

The news from abroad is almost confined to the fact that we have received Prince Louis Napoleon's directions to his Parliament as to what they are to do. You will observe that the Senate is a mere machine for registering the President's decrees.

Trade is tolerable brisk, and prices are remunerative. Gold continues extremely plentiful. Corn is where it was in price but the tendency is upwards.

F. R.

FLOOD AT SACRAMENTO.

Sacramento, March 7.

Last night was a critical time for Sacramento. The days of January, 1850, seemed about to revisit us. The waters swelled in their might, and for a time threatened to inundate the city, but the people have by vigilance and perseverance, thus far been able to keep the river at bay. Hope is entertained that the city will finally escape, but a flood appears to be inevitable. Some three days since the Sacramento felt the effects of the rains which fell among the mountains a few days previous. Meanwhile the river rose to a higher point than in 1850. By 12 o'clock last night it was level with the original banks in front of the city. The rise of the upper Sacramento had not then come down.

Yuba City escaped all danger from the flood, though the place was some two or three feet above the highest stage of water.

San Francisco, March 15.—Since our last the markets have been steadily improving. The recent heavy rains and overflow have had the effect of causing almost an entire suspension of the jobbing trade, and neutralizing for a time the speculative feeling exhibi-

Canadian Lake Trade with the United States.

The *Oswego Times* furnishes us with some statistics respecting the trade of Canada with the Lake Ports of the United States, and chiefly from the cities of Oswego, Rochester, Buffalo, Cleveland, Detroit and Chicago.—The *Times* admits that the returns have not yet been made to the Treasury at Washington, and have been compiled from private sources. The aggregate is as follows, viz:

	1850.	1851.
Foreign Merchandise value,	\$1,937,812	\$2,712,873
Domestic products,	5,756,755	5,496,873
Total exports,	\$7,694,567	\$8,208,751
Imports from Canada,	\$4,513,796	\$3,259,889
Add exports,	7,694,567	8,208,751
Total trade,	\$12,208,363	\$11,468,640

The falling off in the trade, it will be seen, is in the Canadian Exports, showing a decline in value of \$1,253,907. This is owing mainly to the low prices for bendstuffs in 1851, there being but little or no falling off in the quantity exported, and a large increase in the aggregate tonnage of the exports in 1851 over 1850. It must also be recollected that the value of the exports is made up mainly of products passing to the Atlantic markets in bond with the payment of duties, while one half of the imports of foreign merchandise is actually purchased in the United States, the other half being mostly English manufactured goods passing also in bond. The figures show that in 1851 were actually sold to the Canadians, domestic products to the value of \$5,495,873, while Canadian product entering the United States amounted to but \$3,259,889, showing a balance in the trade of \$1,235,984 in favor of the United States.

Potatoes Grown in Tan.

BY WILLIAM SUTTON, SALEM, MASSACHUSETTS.

Mr. Editor,—In compliance with your request, I forward the following facts relating to my experiment in the cultivation of potatoes. Had I expected anything like the results that followed, I should have noted the facts with more particularity.

The ground last year was planted with corn and potatoes. Part of the potatoes rotted. This year it was laid out in squares, fourteen paces each way. A small coating of barn manure was spread after ploughing, and harrowing in.

Lot No. 1.—The potatoes were covered with salt hay, about 6 inches thick over the whole square. Yielded four bushels.

Lot No. 2.—The potatoes were covered with slaked lime, then covered with soil, then spread half a bushel of salt over the square. Yielded four and a half bushels.

Lot No. 3.—The potatoes were covered with soil, the a coating of lime on top. Yielded four and a quarter bushels.

Lot No. 4.—The potatoes were placed in the hills on the lime, and then covered with soil. Yielded four and a quarter bushels.

Lot No. 5.—First put a shovel of tan in the hill then the potatoes in the tan, and covered with soil. Yielded four and three-quarter bushels.

Lot No. 6.—Put a shovel full of barn manure from the stall where my oxen were kept, and covered with soil. Yielded four and a half bushels. Foremost lot in the field.

Lot No. 7.—Dropped the potatoes, and threw a shovel full of tan upon them, and then covered with soil. Yielded four and a half bushels.

Lot No. 8.—Dropped the potatoes and threw a shovel full of mellow mud upon them, and then covered with soil. Yielded four and a half bushels.

Lot No. 9.—The same as No. 8, with the potatoes dropped on the mud. Yielded four bushels.

The potatoes in Nos. 5 and 7 were up a week before the others.

In most of the parcels except where the tan was used, there was found more or less defective potatoes. Those that grew in tan were larger, smoother and of better quality than the others. I have grown no better potatoes than those this year. I am so well pleased with the operation of the tan, that I shall try it more extensively next season, and with other crops. I used several kinds of potatoes. The quantity of seed in each hill was nearly the same throughout. I am sorry not to be able to state the facts with more precision. But if any one shall be induced to follow my example, I hope they will be instructed by the experiment. I certainly have been.

WM. SUTTON.

Salem, December 15, 1852.

Famine in Europe.

The accounts from Poland, are most distressing. In the Carpathians, people are literally starving. There is no bread at all. Similar accounts arrive from Posen, Westphalia, Greis, Tyrol, Carst, Neiderlaus, &c. With misery, crime and excess are frightfully increased, and something very nearly approaching anarchy is raging in the districts most affected by famine.