# Secular Department.

## EUROPEAN NEWS.

FATHER POINT, Nov. 6.—The Canadian screw steamship North American, from Liverpool, A. M. 26th ult., passed this point at 2 P. M. to-day, en route to Quebec.

THE ZURICH CONFERENCE.—Nothing has transpired regarding the Zurich Conference and peace treaties since the departure of the America. A summary of the treaty between France and Austria, as telegraphed from Zurich, was published exclusively in the English journals, but was subsequently reproduced in some Paris and Vienna journals, without any guaranty for its authenticity.

GREAT BRITAIN.—Arrangements have been completed by the Cunard Company for all their steamers running between Liverpool and Boston to make Queenstown a port of call out and home.

The London *Times*, in publishing Commodore Tatnall's despatch relative to the operations at the mouth of the Peiho, editorially eulogizes it, and says that if any defence were needed for the acts of the British Minister and Admiral in those distant regions, it would be found in the despatch which it had the pleasure of printing.

There is nothing new in regard to the Great Eastern. The authorities of Bristol were making efforts to get her to come to that port after her projected trip to the Mediterranean.

Sir J. Dean Paul and Strahan, the London bankers, were released from prison after having undergone four years of penal servitude.

The first battalion of the military train for China was under orders to depart overland.

The strike of the London builders continued, and there were indications that it was beginning to tell seriously against the men who refused to resume work. The dividend was diminishing, and a resolution was adopted to appeal to the public for support. Recent returns show excessive mortality among the wives and families of operatives of the building trade, and there was reason to fear that scores of innocent persons and young children were perishing from sheer want.

FRANCE.—The Paris *Constitutionel*, in an article, signed by the principal editor, in reply to the assertions of the English press that the policy of the Emperor has left a state of incertitude in Europe, states the aim proposed by the Emperor in the beginning of the war, and compares it with the advantages gained, and accuses the English journals of inconsistency.

The Paris correspondents of the English journals generally indulge in gloomy forebodings.

The writer for the *Herald* states plainly that the impression gained ground that a rupture between France and England was imminent. Several provincial journals published simultaneously violent articles against England, which are known to have been supplied by a government official. England is warned that the hour of trial approaches which may put an end to her greatness forever.

The Paris correspondent of the London *Post* asserts that negotiations were still going on between the governments of England and France in order to complete arrangements for the joint expedition to China; while on the other hand, the correspondent of the London *Herald* repeats his statement that the Chinese preparations are suspended.

The *Moniteur de l'Armee* states that the Chinese Commander of the Forts Pehio on the 24th June had received a brilliant reward from the Emperor, having been named Generalissimo of the Chinese armies, and Mandarin of the highest class.

The *Times* Paris correspondent gives a report that the French force to China, originally fixed at 12,000 is reduced to 6,000, and will not be dispatched before February.

SPAIN.—The difficulty between Spain and Morocco had reached a crisis, the Spanish Government having formally announced its intentions to commence hostilities. We have the following telegrams from Madrid on the subject:

MADRID, Oct. 22.—The government has declared to the Cortez, in the sitting of to-day, that it was going to begin war with Morocco. The declaration was received with great enthusiasm. All political parties in the Senate and Congress have offered their support to the Ministry. The newspapers express the same patriotic feeling. Gen. O'Donnell announced that the Government had ordered its representative at Tangiers to take his departure.

MADRID, Oct. 23.—The *Correspondent Autographic* announces that the corps d'armee destined for Africa will most likely be organized about the middle of the week, when General O'Donnell will leave.

The London *Shipping Gazette* of the 24th says:—We have reason to believe there will be no war between Spain and Morocco, the Moors having made the required concessions.

Accounts from various parts of Spain, however, continue to speak of great preparations for war with Morocco. Troops are collecting in every part for conveyance to Africa.

A Paris letter in *Le Nord* asserts that Palmerston had declared to the French Ambassador that England would not suffer Spain to occupy both sides of the Straits, and would oppose it by force. The English Cabinet, he said, would make the question a European one.

The London *Times* is of opinion that any danger to Europe or British possession of Gibraltar, from the Spanish enterprise against Morocco, is absurd; but an attack by France on the independence of Morocco, and an attempt to add its territory to Algeria, would justify the strongest remonstrances on behalf of Europe.

LATEST.—The *Times* Paris correspondent says the conversation between Palmerston and the French Ambassador in London, as reported by *Le Nord*, has caused much emotion in Paris, and while the French Government had asserted that it would not change its policy as regards Morocco, Spain has repeated its disavowal of ambitious projects attributed to her.

The Paris correspondent of the *Daily News* is assured that M. Mon had sent a dispatch to Madrid to say that England no longer opposed the expedition against Morocco.

ITALY.—The Pope had returned to Rome on the 20th. A great crowd assembled on his passage through the city.

The Government of Rome had received intelligence that the Bishop of Rimini, and other priests, had been imprisoned, and that the authorities at Pesaro had seen letters from emissaries, inciting to rebellion the provinces now held in submission by Papal troops.

The interview between the Pope and the King of Naples had been adjourned.

Conferences were held between the Pope and the French Ambassador, and it was stated that ordinances granting administrative reforms were ready and would soon be published.

MOROCCO.—It was expected that the Spanish force would make an attack both by sea and land, and afterwards occupy Tetuan and Tangier.

The French expeditionary corps were ready to take the field. Indemnity for depredations done is to be claimed, and security for French colonists obtained by rectifying the line of frontier.

It is stated that the French soldiers who were made prisoners on the 31st August had all been burnt alive by the Moors. The French troops were burning to take revenge for this act.

ONE DAY LATER.

The Steamship *Vanderbilt*, at New York, brought a day later from England than received by the *North American* off Father Point.

The London *Herald*, of the 24th October, remarks: Growing commerce prevents isolation, and a gun fired in the Straits of Gibraltar would reverberate to the most distant seas. We have no desire to write a word that could be construed into a threat, but the Spanish ministers should remember that if they commence an attack against our interests by seizing and occupying Tangier, Mogadore, or any other portion of Morocco, *we can at once strike a deadly blow at Cuba.* It is with sincere pain that we even allude to such possibilities or contingencies, but we hesitate not to proclaim in unmistakable terms that England *will hold her own against any Power or any combination of Powers that may* threaten her maritime supremacy.

Various severe comments on the position of England towards Italy and Europe in general had appeared simultaneously in the rural papers of France. It is said that they proceeded from an official source, and were purposely directed against the *entente cordiale*. Napoleon finds his Italian policy rather embarrassing, it is said, having England disapproving of it on one hand, the republicans of Italy on the other, and the clergy of France as a third and distinct party. Our Paris correspondent states that the Emperor is to grapple boldly with the bishops, and remarks that even now the clergy are satirized on the city stage, and the *Moniteur* warns the people against "proud and bigoted clergy, willing to grasp all temporal and spiritual power."

The American papers publish very interesting letters from their naval correspondents on board of the steam frigates *Powhattan* and *Mississippi*, in China. Previous to the receipt of the Imperial edict permitting Mr. Ward to go to Pekin, he had several interesting conversations with the Mandarins and local authorities, all of whom used a vast amount of official duplicity in dealing with him. When about to set out they endeavored to have him abandon the overland route and proceed by steamer; but he would not; so he set out with his suite in a wagon without springs—not in a box—for the capital. A courier who reached Shanghae from Pekin, announced his arrival there, where he was attended by five hundred Chinese cavalry, detailed as an escort for his service. The Russian naval officers who arrived at the Poi-Tang from the Amoor, stated that the influence of the Czar in Pekin was much overrated, as no Russian envoy could approach the place without special permission and by the road indicated. He also added, that if the Chinese possessed any real native courage, they could, by their numbers, endanger the Russian settlements at any moment. Great efforts were being made to arm the Taku forts. The armament was nearly complete, and the Peiho again filled with obstructions. So that the English and French will have to fight hard for victory yet. The Chinese had taken several guns from the stranded gunboats of the English, and also purchased twenty-five large ones from foreign traders in Shanghae. They offered as much as six hundred dollars a month to foreigners having a knowledge of artillery practice who would enter the Emperor's service. Shanghae and Ningpo were greatly disturbed and trade interrupted. A very severe opthalmia prevailed on board the *Mississippi*, with some slight cholera. The *Mississippi* was under orders to leave Shanghae and go to the Pieho to join Commodore Tatnall.

TERRIBLE CATASTROPHE ON THE COAST OF WALES.—The Liverpool *Daily Post* of Oct. 27th, says:—The public will learn this morning with overwhelming grief that the splendid vessel, the *Royal Charter*, was totally lost yesterday in Muffa Red Bay, near Bangor. The melancholy intelligence, which reached us late last night, was brief; but we fear it is too true, that of upwards of four hundred persons who were on board, only ten were saved. There is some hope, however, that this is an exaggeration; but, considering the circumstances, the loss of life, it is to be feared, has been immense. The *Royal Charter* had been about a half million of gold on board when the disaster took place. The exact particulars are not known, for the telegraph had ceased to work, and so destructive had been the storm along the coast that the Chester and Birkenhead Railway had been destroyed in two places. At Penmanawe twenty of the dead had washed ashore. The bay in which the catastrophe occurred is two or three miles to the westward of Puffio Island, in Anglesea, and six or seven miles to the northwest of Beaumaris. It has a shallow, sandy beach for several miles, with promontories at each end of the Bay. The country around is wild, and few houses are about.

SIX DAYS LATER.

A despatch to the Halifax News room on the 12th inst., reports that the steamship *Hungarian* from Liverpool for Portland called off St. John's N. F., on Thursday afternoon, and sent in forty-two persons, taken from a wrecked Labrador vessel (name not given.)

The *Hungarian* left Liverpool on the 2d instant.

The Emperor Napoleon has written to the King of Sardinia, urging his assistance in carrying out the Villafranca agreement.

France disclaims all intention of aiding Spain against Morocco.

It is asserted that a Congress will meet with the adhesion of England.

Garibaldi had arrived at Turin, where he was enthusiastically received.

Consols 96 1-8.

Breadstuffs dull.

# United States and Colonial.

## United States.

The process of inflating the monster balloon, "The City of New York," is proceeding slowly, but steadily, at Reservoir square, New York. Thousands of visitors go daily to witness it, and to examine the life boat, the basket, the caloric engine, the lime stove, the anchors, the drag, the copper-float, and other apparatus to be used in the aerial voyage to Europe. The boat, which is a staunch looking craft, attracts much attention. Professor Lowe pronounces it an excellent piece of workmanship. On its sides are painted the words, "Locotine, New York." It bears this name in honor of Mrs. Lowe. Attached to it are the appliances for raising and lowering and changing the course of the balloon. The caloric engine is kept hard at work all day long. It is a four horse power and weighs 35 pounds. A great many stop to examine the fur coat, cap, boots, and gloves, which Professor Lowe is to wear in the cold regions of the upper air, and the robes and blankets which he is to carry with him. The term of perpetual congelation in this latitude is less than two miles high, and if the "City of New York" ascends far above it, her passengers will be compelled to dress like the Esquimaux. The upper portion of the balloon is expanded to its full breadth, and already rises several feet higher than the fence that surrounds Reservoir square. When the gas was shut off there where 60,000 feet of the buoyant element in the balloon. It will not be inflated to its full extent until it starts on its voyage, and none but those who accompany it will ever see its proportions fully expanded. Between 500 000 and 600,000 cubic feet of carburetted hydrogen will be conducted into the air-bag before it leaves the earth, but the volume of the fluid will increase as it ascends until the envelope is entirely distended. The precise day of Professor Lowe's departure is not fixed, but he gives every assurance that he will go, and appears to entertain but little doubt that he will reach the other side of the Atlantic. At the same time, he confesses that the exact spot on the other side at which he will descend cannot be calculated with any degree of certainty.

FUNERAL LOSS.—Captain Glass, of fishing schr. Rio del Norte, who arrived at Portland on the 25th inst. from the Bay of St. Lawrence, reports that while in the Gut of Canso, the schooner Exchange came in and reported that the schooner Pacific, (of Southport) Harris, while lying at anchor during the gale of the 13th, at the "Magree" Islands, was drifted foul of by an unknown, and both vessels sunk, and all hands were lost. The informant stated that he assisted in picking up thirteen dead bodies on the beach. The Pacific had a crew of thirteen persons.

NEW ORLEANS, Oct. 30.—There was a killing frost in various parts of Louisiana and Mississippi this morning.

Portions of three stores in the third district of this city were burned last night. Seventy-four poor families were burnt out. Loss, $100,000. A large fire afterwards broke out in Poydras-street, which destroyed two valuable stores, causing a loss of $55,000.

FROM THE PACIFIC.—San Francisco advices are to the 14th ult. Great preparations were being made to receive Gen. Scott.—All the military companies and soldiers of the Mexican war would meet him on his arrival and escort him through the city, where all classes of the people were preparing to do him honor. The mail contractors between California and Salt Lake are likely to get into difficulties, and it is feared that the mails would be suspended from this cause. The water courses throughout the State were at the lowest stage, and the miners in the beds of the streams were gathering a rich harvest of gold. Business was very dull in San Francisco. Oregon dates are to Oct. 8. Five hundred and fifty emigrant wagons had arrived at Cascades, Washington Territory. Everything was quiet at Salt Lake. British Columbia news is to Oct. 19.—Everything reported quiet at San Juan. The *British Colonist* says it was currently reported that a new Governor, named Howe, may be shortly expected. The shipments of gold from Victoria in September amounted to $110,000. The miners on Fraser River were doing well.

RIO GRANDE.—Late accounts represent affairs in a deplorable state. Cortinas and his band of Mexican bandits, reinforced by convicts, were ravaging the country. They entered the town of Brownsville 29th ult., and created great consternation. On the 24th, the citizens, to the number of one hundred and twenty, with artillery, attacked the bandits, but were subsequently drawn into an ambuscade, when a desperate fight ensued, which resulted in the total defeat of the attacking party. Cortinas threatened to destroy Brownsville and its inhabitants with fire and sword if his demands were not complied with. The Mayor of the town has appealed to New Orleans for help in this crisis.

BUENOS AYRES.—Advices are to Sept. 23. The American Minister was expected at Buenos Ayres from Rosario. He would leave home by the next packet, via England. Urquiza, with between twelve and fifteen thousand men, was at Rosario, but was to march on the 25th for St Nicholas, when he would commence offensive operations. He had been waiting for the rains, as there was no grass for the horses. The Buenos Ayrean army in the field amounted to about nine thousand. They were well fed and promptly paid, but the reverse was the case with Urquiza's men. It was reported at Buenos Ayres that the Buenos Ayres squadron, consisting of five steamers and a brig, was off Rosario Sept. 21, with the design of bombarding that city. Urquiza had a steamer and two brigs to defend the place, and four steamers and a bark at Montevideo. The U. S. brig of war *Bainbridge* was at Rosario.

## Canada.

Thursday the 3d inst. was observed throughout Canada as a day of Thanksgiving for the recent abundant harvest. *Le Canadien* says that business generally was suspended at Quebec.—The crops throughout North America have been most abundant the past year, and it is gratifying to find the people specially setting apart one day to offer thanks to the Giver of all good for the abundance vouchsafed.

## Nova Scotia.

The bark "Voltigeur," Captain Merriam, belonging to Pictou, which arrived at Halifax from London in 34 days, having called at Queenstown, Ireland, reports having experienced very heavy weather during the whole passage, and suffered severely in sails and rigging. The Voltigeur brought into Halifax, 12 men of 18 taken off the Bremen ship "Agnes," in lat. 48 N., lon. 38 W., the other six being put aboard American ship "R. Brenton," from Stockholm to Boston. Capt. Merriam reports falling in with the Agnes water-logged in a heavy gale of wind, The Voltigeur being at the time under double reefed topsails; and laid by her 18 hours, the weather continuing boisterous, and finally succeeded in taking off all on board, being 18 in number. They lived on board the poop for 12 days previous to their rescue by the Voltigeur, having suffered severely from the sea washing over them, and the inclemency of the weather. The conduct of Capt. Merriam in exposing himself to danger and inconvenience for the laudable purpose of rescuing and relieving the unhappy sufferers, is certainly very creditable.—*Standard.*

MELANCHOLY ACCIDENT.—Robert Faulkner, and his son about 16 years of age, were drowned on Sabbath last, the 6th inst., by the upsetting of a boat. They belonged to Barneonat, the other side of the Bay. They brought over potatoes to Economy on Saturday, and were about to return to their home when the sad accident took place. At the recess of the tide, their bodies were found, and conveyed over the Bay on Tuesday, I believe, to their greatly afflicted relatives.—*Cor of Hx. Messenger.*

LOST overboard on October 16th, in a gale of wind, George Smith, a young seaman, 18 years of age. This sad accident happened on the same night after leaving Wallland, about 80 miles from his home. It is a heavy trial to his widowed mother. But she has a hope that he was a believer in Christ.—*B.*

THE COAL TRADE OF 1859.—The quantity of Albion Coal shipped from the Loading Ground at South Pictou, up to the 9th inst., amounts to 118,000 tons of large, and 11,000 tons of small coal,—in all 129,000 tons. These figures indicate, we believe, the largest shipment of coals from this port, for the season, that has ever been accomplished; and from present appearances, we should argue that at the close of the season, it will be found that the amount shipped will be considerably larger than that of any previous year. This fact indicates a degree of prosperity in the operations of the General Mining Association somewhat different from their apparent prospects a few years ago, when it was generally supposed that the mines were exhausted and comparatively worthless. The skill and enterprise which has recently been brought to bear upon these works arrested what would not only be a calamity in itself, but would be seriously felt by the country at large.

A new feature in mining operations has been presented, during the present year, in the discovery of rich seams of oil coal, running in a direction east and west, above the Albion coal. These seams of coal extend from about half way between the East and Middle River, to and beyond McLennan's Brook on the east side of the East River. The portion between the East and Middle River has been leased by J. D. B. Fraser, Esq., of this town, and a mine opened upon it. It is known as the Fraser mine. We learn that there has been shipped up to date from this mine 1,500 tons of oil coal, and it is expected before the season closes, about 500 more will be shipped, thus making in all 2000 tons. Oil made from this coal is for sale in Pictou, and is certainly superior to anything that has ever appeared in the market.—*Colonial Standard.*

## Newfoundland.

Late St. John's papers by the last mail steamer furnish very little of general interest. The elections were progressing favorably to the existing government of the colony. With reference to the recent reports put in circulation, as regards Dr. Mullock's alleged interference in the Fishery Question, the *Newfoundlander* says:—We understand that it is the intention of the Right Rev. Dr. Mullock to take legal proceedings against the Proprietor of the *Ledger*, for a libelous article published in that paper on last Tuesday, grossly maligning His Lordship in reference to the encroachments of the French on our fishing rights.

## New Brunswick.

A man of the name of Wyzeman, an operative on the New Brunswick Railway, was murdered on the 30th ult. Several parties have been arrested on suspicion.

Scarlet fever and sore throat are said to be very prevalent in St. Andrew's, N. B. Hypthoria still largely prevails in Nova Scotia, particularly in the rural districts.—More victims by far have fallen in this Province to this new disease than by the Asiatic Cholera.—*Nova Scotian.*

The *New Brunswicker*, of 3d inst., has great pleasure in stating that the Hon. the Chief Justice of that Province has received the honor of Knighthood from Her Majesty, and is now Sir James Carter. The writer is quite certain that this mark of the Royal favor will be highly appreciated by the people of New Brunswick.

A Railway train was run over the line to Sussex Vale on the 9th inst., conveying a number of excursionists.

# The Protestant.

SATURDAY, NOVEMBER 19, 1859.

## Summary.

ONE HUNDRED POUNDS REWARD.—The Government by proclamation offer a reward of One Hundred Pounds to any person or persons, not the actual party to the act, who will give such information as will lead to the apprehension and conviction of the individual who fired at John Smith, Esq., High Sheriff of King's County. It appears that the Sheriff was travelling on the St. Mary's Road, Lot 61, on his way to sell some property formerly levied upon by an execution of Laurence Sullivan, Esq., against William Hughes, for arrears of rent, when the attempt was made on his life. Much as we dislike the rental system, we cannot too severely censure the Tenant's adopting this method of endeavoring to remove the burthen from his shoulders.

The English Mail had not reached Pictou when the Steamer Westmorland left yesterday morning. We have not yet heard of its arrival at Halifax.

To CORRESPONDENTS.—The "Lines" of "A Friend" are apparently written with a good intention, but not with sufficient care to appear in print.

The Halifax *Journal* states that Mr. Adam Fife had yesterday at the Market wharf a Swedish turnip weighing *twenty-five* pounds, the growth of P. E. Island; and that there are just now immense quantities of produce from P. E. Island, &c, on sale at the several wharves in this City, and prices generally rule in favor of purchasers. It is stated that there are large amounts yet to arrive from both the Island and Cape Breton. All descriptions of Farm produce may be expected to be cheap this season.

The Cape Breton *News* records the melancholy death of two men—a M'Kinnon of Whycocmagh, and Matthew Melvin of Sydney Mines—both of whom fell from the cage at the pit of the mines, and was instantly killed. They were married men.

The late John Wilson, mate of a vessel from P. E. Island, recently drowned at Black's wharf, Halifax, was a son of James Wilson, Pilot of Miramichi. We learn that Capt. Roderick M'Donald, of Souris, P. E. Island, made every exertion to recover the body, but without success. Mr Sheridan, diver of this city, kindly lent his aid also, and would not consent to accept any payment for his services. Capt. M'Donald has left instructions that, in the event of the body being recovered, the deceased be interred in the Cemetery of the church to which he belonged, leaving sufficient funds to defray all expenses. We publish the fact for the information of the friends of the deceased, and as commendable to all concerned in the melancholy affair.

It is stated that Her Majesty's Government have resolved to erect a new battery on the Clyde, on the shores of Rosneath, nearly opposite Gourock. Both sides of the Clyde will thus be completely protected.

A correspondent of the Halifax *Witness* says that Sore Throat is very fatal in Arichat. No less than *eight* funerals took place there last Sunday! In Big Tracadie and many other localities this malady is carrying off large numbers of young people.

Prof. Dawson's work on the "Cosmogony and Natural History of the Hebrew Scriptures," will shortly be issued. The volume will contain 420 pages, printed in a fine clear type. The well known ability of the author as a man of science, combined with his thorough religious character, will no doubt make the work exceedingly valuable to the student, as well as to the general reader. The price of the volume will be one dollar twenty-five cents.—*Montreal Witness.*

The extent of Sabbath desecration in connection with the "Great Eastern" has given great offence to religious people in England. The last act has been worse than all others. Capt. Harrison ordered the men to wash the decks on a Sabbath morning, when thirty of the men, from religious scruples, refused. The captain had them brought before the Magistrate of Weymouth, when the men were fined or imprisoned. This matter is not to be allowed to rest here. The whole case will be brought before a higher court.

## A Tourist's opinion of P. E. Island.

The editor of an ably conducted New York paper—the *Scottish American Journal*—has lately paid a visit to the Lower Provinces, and published somewhat lengthy notes of his travels. We regret that we have only space to give the following extracts from his remarks on the Island:—

There is probably no portion of her Majesty's wide dominions of which less is known than the Island of Prince Edward. Among those who are tolerably versed in the geography of the globe, it is known to be somewhere on the Atlantic side of the North American Continent; and there is, perhaps, also a dim notion in well informed quarters that it produces good potatoes. As the Prince Edward potato, however, is probably confounded with the Prince Regent, its tubercular reputation is somewhat undecided. Be this as it may, there is certainly no section of the British possessions, of equal population, which is so completely ignored by the rest of the civilized world.

What manner of place is it, then? The answer to this question will not a little surprise those who are under the impression that, in this quarter of America, the only distinguishing features are an inhospitable clime and barren rocky shores. Lying to the north of Nova Scotia and east of New Brunswick, within the Gulf of St. Lawrence, where it is ice bound for nearly five months out of the twelve, it is yet by no means the sort of country one would expect to find in such a situation. The steamer left Pictou shortly after midnight for Charlottetown, the capital of the Island, and at daybreak we found ourselves entering one of those deeply indented bays with which the coast abounds. There was a novelty in the landscape which I had little expected. Talk of the rock bound shores of the Gulf of St. Lawrence! there were here no rocks to be seen, nor did I afterwards encounter a rock, hardly even a stone, on any part of the Island. Along the coast, indeed, the bed of red sandstone, on which the soil rests, crops out occasionally in low bluffs or *scaurs*, far, although not rocky, the Island is exceedingly undulating in its formation, and this undulation, coupled with the evident fertility of the soil, and the total absence of those natural hindrances to the plough which are generally found elsewhere, give an appearance of *amenity* to this island, which is not only unlooked for in the circumstances, but is scarcely paralleled anywhere that I have been. Here the labor of the first settlers seems to have been light, for every part of the soil is available for cultivation, and the removal of stumps from the ground is a less tedious process than it usually is in other countries. The soil is exceedingly light and fertile, yet fertile with proper treatment. It is all of the same description, and like the foundation on which it rests, it is of a red color. This redness imparts much of its peculiar character to the scenery of the Island. Every thing almost is red. The stratum that rises in undulating swells along the shores of the sea,—the wide, quiet streets of Charlottetown, the country roads, the ploughed fields, everything is red except the forests, whose prevailing tints of deep evergreen, varied by the autumn hues of the silver birch, and an occasional maple, red also like the soil, formed a fine contrast to the otherwise prevailing color, a contrast the pleasure of which is explained to us by optical science as well as recognized and turned to account in art. The woods which remain standing in those parts of the Island which I visited, are for the most part, composed of fir, spruce and juniper, and if they had been laid out and planted with a view to ornament a pleasure domain, they could not have been disposed with more picturesque effect. This park-like appearance throughout the Island is indeed quite striking, and so far as I went there was really nothing, except occasionally an appearance of indolence among the inhabitants, to mar what may truly in this case be termed without affectation, the "amenity" of the scene.

On the Island, as in the adjoining Province of Nova Scotia, the population is very much in patches of different nationalities, English, French, Irish, Lowland Scotch, and Highland Scotch. The original Acadians are to be found here in considerable numbers, and as elsewhere their position illustrates the inherent inferiority of the French breed. Let people who are jealous of British aristocracy talk as they will about the equality of the races, one has but to come to these Provinces to prove the truth of the old boast about one Briton being equal to three Frenchmen. Here is a settlement of Norman French who have lived on the same spot these two hundred years. How do they live? Partly by the scanty produce of their little farms, and partly by hiring their labor to neighboring settlers of a different race, who some thirty or forty years ago went into the woods with only their stout arms and a year's subsistence to start them in the world. The French are poor, listless, and priest-ridden, and placed side by side with the other race their natural tendency is downwards. There are peculiar circumstances which partly account for this in the present case no doubt; a people without a nationality, and with such a faith as theirs, can scarcely be expected to hold their own with the dominant race. But wherever the two races are placed side by side, under whatever circumstances, the result of the contest is certain to be the same, when the victory is dependent on strength of will and force of character. Small things as well as great are significant of general laws. A straw shows how the wind blows as well as a windmill; and the social results witnessed in British America, like the recent curling matches at Rome and Paris, tend to the same conclusion as Poitiers, Agincourt, and Waterloo. Should Napoleon III. have the hardihood to run his head against this well established natural law, there can be little doubt he will be disagreeably enlightened on the point of its being a "fixed fact," which is not to be overcome by any acquired skill in the mere "art" of war. After all, it is still the force of nature, and not any acquired facility that determines the ultimate fate of men and nations. Louis Napoleon has full faith in his destiny, but the British nation has also a similar faith; and ten to one in favor of the implicit self-reliance of a whole nation when opposed to the belief of one man, supported only by an aggressive caution on the part of the people he represents!

And having referred to the subject of the day which is more and more engrossing all minds, it may not be out of place here to mention that in Prince Edward Island, and the other Provinces, preparations are being made for what is too surely the coming struggle. A thousand stand of arms have just been furnished for rifle companies, of which two have already been formed on the Island. Also, as just announced in the local papers, supplies of arms have, within these few days, been sent to the other colonies—3,000 musket-rifles for New Brunswick, and 2,000 for Nova Scotia. It will be well to learn the use of these arms in time, for, according to all appearances, there may be occasion to turn them to serious account before many months are past. As yet the military spirit which is being so thoroughly awakened in all parts of the British Islands has scarcely extended to the Provinces; but it ought to be remembered that they, no less than the mother country, say, to a still greater extent, may be likely to attract the attentions of the French in the event of war. If, as is not impossible, the fishery question should form the subject of quarrel, for want of a better, the Provinces would be very apt to receive a visit. So let them look to their rifles, and learn to hit the target at 500 yards, while they have leisure for practice.

To return from this military digression to the scenes and arts of peace,—I was much gratified by an excursion I made to a Scotch settlement on the northern side of the Island. The settlers came from the west of Scotland some forty years ago. The settlement is named New Glasgow, the creek which intersects it is the Clyde, and actually, at one end of the bridge that crosses the creek are one or two houses which the settlers call the Gorbals! It is a pretty settlement of two or three dozen farms of a hundred acres each, perfectly cleared to the summits of the rising grounds on either side of the valley, with good buildings on every lot, and in most cases excellent dwelling houses. The settlers were all working people when they came here into the unbroken forest; now they possess as pretty, well cultivated, nicely-fenced farms as one could desire to see. They have horses and cattle, they grind their own grain, they send their oats and potatoes to the distant markets in their own schooners, and one of their number, whose guest I had the pleasure of being on the occasion of my visit, represents the district in the Legislature of the Island, and is a member of the Executive Council. Such is the average result of industry, intelligence and perseverance in a new country, and if such results do not make people happy and contented, happiness and contentment in an absolute sense must be unattainable under the sky, which I suppose is pretty much the case, however. Travelling across the Island, and witnessing these results of moderately well-directed labor, I could not but think how the ill-paid and sometimes half-starved working men of Britain would envy the position of these Islanders, always above want, and not without spare means where they have been ordinarily careful, industrious and saving.

This is the sunny side of the picture, however, and it is not all sunshine. The Island, it must be said, is a terribly dull place, and that not merely in the sense in which some people consider any place dull that is away from the city. I should not think of calling the wilderness itself dull, for "there is society where none intrudes." To cause a proper sense of dullness, there must be humanity without the life and stir that should ever accompany it. Here there is a sadness in the very air that makes one melancholy, similar in kind to the sadness that one feels, and which Wordsworth has described, among the "dowie dens of Yarrow." But even there, a past life of heroism, and love, and wild, romantic daring peoples the solitude with "thick coming fancies;" it ceases to be solitude, and one walks through a land flowing with the milk and honey of enchanting visions and idle dreams. Here we have only the present,—and the future. What that future might be, may be, and probably will be, one may picture without difficulty. Why is Prince Edward Island dull? Simply because the people live too easily, and have not sufficient motive for further exertion than is necessary to provide for their daily wants. On yonder coast to the north, close to the shores of this contented isle, several thousands of restless New Englanders annually carry away the riches of the deep. Any day from May to November, two or three hundred smart Yankee schooners may be seen fishing for cod and mackerel, more particularly the latter, which frequent these shores in extraordinary abundance. From Boston, from Newburyport, from Portsmouth and elsewhere, a fleet of about six hundred ships come annually to the Gulf and carry away riches which the people of the Provinces neglect, and which some of them who ought to know better do not think it advisable even to make the attempt to take. "Fisheries are very precarious; fortunes are sometimes lost as well as made at the business;" such was the kind of reasoning that I heard from a man of public position. The popular reason for not engaging in the fisheries is more valid, viz: that a workingman can make a living more easily from the soil. This is quite correct, so far as fishing for the local market is concerned, and, therefore, it is by no means surprising that, on those coasts, where the waters teem with life, one can scarcely get a fresh fish to eat. But as a field for the employment of capital, the Gulf offers extraordinary opportunities to men of enterprise, and if these were turned to account in connection with the Provinces, the results to this section of British America would be of vast importance.

Were it not that fish stories are apt to be considered apocryphal, some very extraordinary yarns might be told about the marvellous draughts that are sometimes taken in these parts. It is a well-established fact that as many as a thousand barrels of mackerel have been landed at one station in a single day; and a common mode of fishing among the Yankees, when the seine is not used, is with what is termed a "jigger," by means of which they *club* the fish out of the water as fast as they can strike. This part of the world, in fact, is the Goshen of all fishermen, whether for business or sport. The river fish are as abundant in proportion as those of the sea. In those streams which the habits of the salmon lead them to frequent, and which are not destroyed by illicit practices, the royal fish is in great abundance and of noble size, and at the river mouths in New Brunswick, Nova Scotia, and Prince Edward Island sea trout may be captured, in the proper season, at every cast of the line. Then the climate is cool, the air clear and bracing, and there are no fogs on the Gulf shore of those Provinces. To the sportsman and the health-seeker, therefore, this country holds out strong temptations in the summer months. From personal experience, I can speak to the benefit to be derived from those northern breezes after illness of long duration; and to those who have the misfortune to be victims to that prevalent scourge, the ague, the best advice that can be given is to spend a few weeks on the Gulf shore of the Provinces.