

A RAILROAD FROM LAKE SUPERIOR TO THE PACIFIC.

An interesting and important problem has been handed to us, entitled "A Railroad from Lake Superior to the Pacific; the short, cheap, and safest communication from Europe with All Asia," by Allan Macdonald.

The author proposes that a ship canal be made around the Strait de Fuca, and thus British vessels could navigate from London, Liverpool, &c., quite through Canada, to Pigeon River on the western shore of the Superior, being nearly half way through the continent of North America. From the neighbourhood of Pigeon River, a railway is to be built to Puget's Straits on the Pacific, a distance of 1900 miles; and thence the communication to China, India, Australia, &c., would be easy and expeditious. Vancouver's Island, in the neighbourhood of Puget's Straits, has been already partly cut by the Hudson's Bay Company, to whom it belongs; and it has many excellent harbours, and other advantages, of which great quantities are also to be found along the route of intended railway.

The advantages of this scheme over that of a railway through the isthmus of Panama, are, 1st, that there are no barries on either side of the Isthmus; 2ndly, that the Isthmus is short, and subject to long-continuing rains, and to tornadoes; 3rdly, that the heat is too oppressive, and the climate so noxious at the Isthmus and in the tropical zone, that workmen and travellers of European blood could not safely labour on the line, or pass over the other 40thly, the mountainous character of the Isthmus, would render the gradient of a railroad enormous; 5thly, that the proposed route, while free from these objections, would have the additional advantage of bringing England one-third nearer to China, &c., than would a railroad over the Isthmus; 6thly, that the whole passage from the Atlantic to the Pacific would be through British territory, and therefore subject to no interruption from the jealousy of foreigners or the chances of war; and 7thly, that the British Provinces would be bound forever in the British Empire by golden bands of interest, to be severed by no peaceful negotiations.

The remarkable shortness of the proposed route, as compared with that of Panama, may be judged of by the following figures—
ROUTE BY PANAMA.
From London to Panama, 8,000 Miles.
From Panama to Canton, 10,200
Total, 18,200
ROUTE THROUGH CANADA.
From London to Queen's Quay, 2,800
From Quebec to Pigeon River, 1,180
From Pigeon River to Puget Straits, 1,500
From Puget Straits to Canton, 4,480
Total, 10,960

Showing a difference in favour of the route through Canada of 7,240 miles; a great saving, which might eventually be increased by cutting a ship canal from the mouth of the River Thames to the Two Creeks, in Dover. By this canal would not only be saved the time consumed in the passage round the Cape of Good Hope, but the sailing vessels so very frequently lost in consequence of head winds, but British shipping would be perfectly safe (in case of war) from the formidable batteries of Fort Wayne which commands the River Detroit, a little below this city.

Our author advocates over the Rocky Mountains as best he can. Of a survey, they are so contemptible; and that he rightly observes that their height and ruggedness are not so great towards the north, as in the more southern territory of the United States. He shows too, that several passes have been found in those mountains by travellers and a careful survey would doubtless discover many others, one of which might be made available for the railway.

Mr. Macdonald estimates the cost of the railroad at £9,700,000. His scheme for raising the funds, we shall give in our own words. "The plan we propose is that the government should buy the company, 50 miles wide of the lands from the Lake to the Pacific, at a reduced rate, or at such a rate as the government shall pay for obtaining the surrender to the Crown from the various bands of Indians now possessing it. At present it is wilderness, and also to a great extent, capable of sustaining a large population, yet it must be made a waste and unproductive land, and the countrymen are starving and destitute, and it remains without value and impossible of settlement, unless some move be made which shall create facilities which will afford the means of settling these lands, and thus make them a source of wealth and power to the country. Immediately after the surrender to the Crown of 100 or 200 miles or more, the route surveyed and completed, preparatory to the road or 5 miles or more to the settlers who may have purchased along the line, as may be deemed most advisable; the government thus holding still one half and the road. Now, if the sale of land could not be made to produce a sufficient amount to return the money expended on the ten miles of road, then an important addition to the loss of the company, and the government would not have lost one shilling; but on the contrary, the five miles of road held by it must be enhanced in value; if upon the contrary the land is raised beyond its present value to an amount exceeding the outlay, then the half held by the government would have imported to it an equal increase in value from the houses and the land to be a sufficient security for the performance of the work. Such should be the proceeding throughout the good or available lands upon the road; and as the road for an immense distance may pass through poor and barren lands, such as much of the western coast of the continent, the land to be sold by the company, and patents issued; and when all shall have been completed, the title of the road should vest in the company, subject to the control of government, in registering and selling the land. The title of the land, government, can have no value, because the lands still remain, and their value will have been added to even by the settlers. Thus it is proposed to establish an entire new system of settlement, on which the hopes for success are based, and on which all depend. The settler on the line of road would not so soon as his home or cabin were up and a crop in, and emigration upon the road; when the crop would have ripened, there would be a market at his door, created by those in the same situation as he was the season before, and if he had in the first instance paid for his land, the money would go back to him, either directly or indirectly, for labor and materials furnished for the work; and in one year the settler would have his home, with settlement and cultivation surrounding him, a demand for his labor, a market at his door, and for any surplus of his produce, a railroad to communication with other markets. The settler who might not have the means to purchase land even at the lowest price, could, in a first crop, do so in one year would have his home, with the same advantages and be equally self-dependent."

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

the, cities, and burghs of Scotland, and in the islands of the British Sea, it appears that the population of Great Britain and of the islands in the British Sea, as enumerated on March 31st, 1851, was 29,929,468; and that the girth of the army, navy, and merchant service belonged to Great Britain, but not of the country when the census was taken, is estimated to have been 167,004; whilst of the total number of these persons, 21,194,072, 10,369,525 (including the 167,004 soldiers and sailors) were males, the remainder 10,764,547 females; showing a preponderance of females over males 595,422.

DEATH OF AN AGED JOURNALIST.—On Tuesday, the *Sherbrooke* and *Foxes Mercury* issued its last paper, after having been established for 114 years.

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

HOLLOWAY'S OINTMENT AND PILLS.—A CASE FOR DREWRY.—Captain James Eyre of the Company's service, residing at Boulogne, had been taken three weeks since months; two weeks of water were taken from him each evening. Nightly vomiting during the operations he was having, a violent, and a terrible complaint, when he commenced the rubbing-in of Holloway's invaluable Ointment, and as effectually as salt is forced into meat; besides this he took large doses of his wonderful Pills, which in nine weeks effected an extraordinary cure so to enable him since to walk twenty-five miles in one day. With the exception of M. Thiers, and a few others, containing few names of political eminence. One member, M. Biedler, was selected from the pure Republican party, but the presence of General Changarnier and General Cavallion, as the watchdogs of the Assembly, is the surest pledge against the improbable contingency of a military coup d'etat, if any such absurdity could be contemplated by the President's Government. The clear interest of all parties during this interval, is to avoid every kind of violent demonstration, to prepare in silence for the debate on the revision of the constitution, and on the proposal for the re-election of the electors.

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

NEW BRUNSWICK.
CROPS IN NEW BRUNSWICK.—The *John Courier*, says—"The crops throughout the country are generally good. The hay is probably more abundant than for many years past. The disease in the potatoes appears to be spreading rapidly over the country; but as the roots are now well grown, and the disease is progressing but slowly, it is hoped, that a large proportion of the crop may be saved. We are sorry to learn that the wheat, millets, or cereals, are committing serious ravages in Sussex Valley. The death of the Bishop of New Brunswick, died at Fredericton last night, at ten minutes before six o'clock. The news arrived at 8 o'clock last night, and also this morning by telegraphic dispatches to the Bishop of Halifax. His Lordship Mr. Dollard was a native of Ireland, having been born in the County of Wick, in the year 1781. He had been a zealous Missionary in various parts of British North America, for upwards of a quarter of a century, and was appointed Bishop of New Brunswick in 1842. His Lordship, we understand, was in the 62nd year of his age.

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

UNITED STATES.
LATER FROM THE ISTHMUS AND JAMAICA.—WRECK OF THE STEAMSHIP "HAROLD."—Disasters to Steamships.—The *Harold*, a mail steamer, was wrecked on Tuesday night. She left Chagres on the 9th, and Kingston, Jamaica, on the 12th. She was detained on her return trip by a fire, which broke out near the boilers, on the evening of the 17th instant. The vessel was crowded with passengers, and for a time she was in great excitement, and the fire was not extinguished until, after a long and hopeless distance, she was taken to the beach, where she was a total wreck. The passengers and crew were saved, with the exception of 86,000 were saved. The loss of the ship was the result of carelessness, the man at the wheel being too incautious to see where the vessel was going.

CRAPS IN THE UNITED STATES.—There has seldom been so general a failure of crops in the Southern States as at present. In Maryland, the great corn-growing States, the drought of June still prevails, and there is no hope of a fall, or even ordinary crop of corn or oats. The wheat has been harvested, and is said to be the best in point of quality and quantity that has been produced for many years. Tobacco, too, has been affected by the drought, and the low lands have suffered severely throughout the State; but the present crop, it is said, will be a total failure.

ENGLAND.
HOUSE OF COMMONS, AUGUST 7.
PROTESTANTISM IN ROME.—The Earl of Harrowby presented a petition signed by English Protestants residing in the city of Rome, who were desirous of erecting a Protestant place of worship, praying that Her Majesty's Government would take measures to secure from the Sovereign of the Roman States, permission to erect a Protestant church in the city of Rome.

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

be entirely water-proof. On posing the question whether it was strong, the manufacturer cut several strips a foot long and half an inch wide, which he put under an enormous weight in water. This waterproofing is made good middle sizes for shoes, and perhaps makes it; and would be very durable round the shaft of a carriage, or in any place where mere chafing is all the wear desired. It is supposed it would wear well as bands for some kind of machinery, and will, doubtless, be used for many other purposes. Its patent has been secured, and the article will soon be in the market and in use.

THE POTATO ROT.—Mr. Philip Martell, of Gellanora, Maine, informs Governor Bestwick, through the columns of the *Bangor Weekly*, that he has discovered the cause of the potato rot, and has the honor to announce it to the public. He says, that no published statement which falls under his notice has made any approach to the true cause of the blight or of the remedy. He further says, that if he is allowed to become a competitor for the £10,000 premium offered by the Legislature for a remedy for the disease, he will communicate his discoveries to the Governor, otherwise he will not.

BOSTON, August 18.
COLLISION AND LOSS OF LIFE.—It will be remembered that the *Steamer Europa*, when near Halifax, on her last trip, ran down a fishing schooner. The particulars of this distressing accident, are given by the captain of the schooner *Florence*, to which he gives the blame altogether on the officers of the steamer, and adds—
"The steamer going nearly twelve knots an hour, struck the schooner in the stern, carrying it away partially, and swinging the vessel round, one of the paddle-wheels struck and passed lengthwise over the deck, crushing the bulwarks, and leaving the vessel a perfect wreck. The steamer passed on for a considerable distance before her head was checked, and when she had again reached the wreck, the crew, fifteen in number, were up to their waists in water. They were rescued by one young man, named Jos. Snow, 18 or 19 years of age, belonging to Orleans, Mass. In reference to his loss, the captain states that when he last saw him, he was standing by his side on deck. At the time of the collision, the captain ran down into the cabin to see his son and another lad who were there. It is supposed that Snow was struck by the paddle-wheel, and crushed to death or carried overboard. By order of the captain of the *Europa*, a boat was sent to the wreck, but no signs of him living or dead could be found. He has a fair living, and this was his last son of three, all lost at sea. The survivors lost everything but what they stood in. They were brought to Boston in the *Europa*. We understand that the captain of the *Europa* was below, consulting his chart, when the accident happened. The *Florence* had on board about 360 barrels of mackerel. The total loss of property is about \$6000, on which there is no insurance. The owners of the *Florence* claim that the *Europa* Company are liable for damages.

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of Firewrecks is legally and constitutionally formed, is a question that we shall meet in our next No. treating the subject at the same time with the gravity that its importance both local and general entitles it to receive.

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

TO THE EDITOR OF "THE GAZETTE."
Sir:
Your flattering remarks on my last letter, with, I believe, its favorable reception by the public, have induced me to make a few observations in connection with the same subject, in the hope that it will be the means, in a measure, of making known the capabilities and resources of the island, not only to its own inhabitants, but to heretofore your valuable paper is circulated. There are two articles of produce in which, I think, there is some improvement required, viz., Poultry and fresh Butter. In the summer and fall there is an over supply of each, but in the winter and spring there is a deficiency. What I would wish to see is a regular supply all the year round.

It is part of my duty to keep a memorandum of all produce offered for sale, and to send up the amount at the end of every three months, by which I am enabled to make a comparison. I have selected the three last quarters of the year last year, which are as follows:—Quarter ending 31st December, 1848, £3880 10s. 6d.; corresponding quarter of 1849, £3151 11s. 3d.; do. 1850, £4088 18s. 6d., Live Stock, Hay, Straw, Lumber, and Fish are not included. The following table will show the amount of the most important items of produce in Market, for the last six months, as follows:—

Quarter ending 31st Dec., 1850.	Quarter ending 31st March, 1851.	Total.
Beef, 79,784 lbs.	43,007 lbs.	122,881 lbs.
Mutton, 43,857 "	21,815 "	65,772 "
Pork, 57,011 "	46,891 "	103,902 "
Flour, 77,284 "	71,130 "	148,414 "
Oatmeal, 39,781 "	35,648 "	65,427 "
Butter, 5,581 "	3,873 "	9,454 "

It is now time I should advert to the chief object of this letter, that is, our last Easter Market. Both carcasses of Beef of the prime Oxen were in the stall of Mr. Beer, and of course the best Beef, the one weighed 850 lbs. the other 930 lbs. Other heavy carcasses, one each offered by Messrs. Dadd, Holman, Hancock, Blake, and Gleason, were very superior of their kind, and attracted particular attention. The prize Mutton was also in the stall of Mr. Beer, the same remarks made on Beef will apply to this article; all the butchers showed particularly good articles, which elicited much praise; the best carcass I saw weighed over 105 lbs. Yearling was not a large supply, but two carcasses, one offered by Mr. Dadd the other by Mr. Hancock, drew much attention; it is hard to say which was best, as both claimed a preference; they were each something over 100 lbs. A carcass of Lamb, shown by Mr. Beer, I am sure could not be surpassed for beauty or quality, and must be considered a variety at this early season. Upon the whole, I think it is the best Meat ever offered in the Market. Country produce, generally, was not over abundant. There was a good supply of green and dry Pork, Bacon, and Hams, which found a ready sale. Calculations, kept by me during the day, of the different articles offered, amount to £348 6s. 9d., which gives some idea of the business done. The improvement that has taken place in our Meat market is very gratifying even to a casual observer. Some ten or twelve years ago, a carcass of Beef or Mutton, from about the latter part of January till it came off the grass the following summer, was a rare occurrence; but now we have it all the year round, and that offered in the winter or spring is far superior to that offered in the summer and fall.

In the hope that like improvement will take place in other articles of produce, I remain, Sir, Yours, &c., GEO. LEWIS.

Market House, April, 1851.

A Motte for (Wheat) "Royal" Gazette.
As above, on *Flowers* eliciting notice from them. So, setting upon places, *Whig* got down.—*MOON.*

An Inquest was held before the Coroner of Queen's County, on the morning of Thursday, the 29th inst. on view of the body of Mr. Alexander McJuley, "Horming Farm," Charlestown, who was found dead on the Princesstown Road, within a few hundred yards of Charlestown. The deceased left town last Wednesday evening, with a Horse and Cart, for the purpose of returning home, and we regret to say, having been the worse of liquor, he drove the horse on one side of the road, and one of the wheels coming in contact with the edge of a plank forming a small bridge, the cart overturned, threw the deceased, and fell on him. He was discovered quite dead, about half-past ten at night, and the horse lying on his back, by a person of the name of Corbin, on his way home from town.—*J.F.*

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

JAMES WARBURTON, Col. Sec'y.
TREASURER'S OFFICE, 1st Sept. 1851.
Warrants on No. 136, of the date of March 21, 1850, to No. 312, of the date of May 2, 1850, will be paid at the Treasury on demand, together with the interest due thereon.

MARRIED.
On the 29th ult., by the Rev. W. H. Cooper, in St. James's Church, Mr. William Baglow, jun., of Lot 16, to Miss Anne Frederick, of the 6th inst., by the same, Mr. John Waldron, of Lot 19, to Miss Nancy Waldron, of the same, Mrs. Thomas Ramsay, of Lot 11, to Miss Hannah Penrose Ellis of Lot 12.

DIED.
At Charlestown, on Monday morning, the 8th inst., SIMONS, eldest surviving daughter of GEORGE BRADLEY, Esq., B. N.—aged 30 years.
On Tuesday, the 31st inst., ANNIE MARY, only daughter of Mr. E. L. LEVARD, aged 19 months.

WANTED.
In the Brig *Parade*, of London, called on the 7th—Miss Jane Davis, Miss Mary Ann Yates, Miss Hodges, Mrs. Broderick and family, Mr. George Butcher.
In the Steamer from Pictou on Thursday evening last—Major Cumberland, 42nd Regiment, D. Ross, Esq., M. E. Brown, Esq., R. G. Fraser and Lady, Capt. Giles, George Foster, Mrs. Ross, 1st Lieut. Storey.

Port of Charlestown.
ENTERED.
August 25—Brig. Trimmer, Pictou, Sydney; coal.
—Brig. William Nelson, Chappell, Bay Verts; coal.
—Brig. Rob Roy, Turnbull, Pictou; coal.
—Brig. Government, Hants, Miramichi; lumber.
—Brig. Charles Waldon, St. Lewis, Richibucto; coal.
CLEARED.
August 27—Brig. Stephen O'Neill, Sydney; bal.
—Brig. David Robertson, Pictou; do.
—Brig. Charles Waldon, Cork; timber and coal—by John T. Ross, Chappell, Sydney; Bricks.
—Brig. William, Murdoch, Miramichi; lumber.
—Brig. William Nelson, Chappell, Bay Verts; bal.
—Brig. Harry Ann, Smith, Dalhousie; Lumber.
—Schr. Majestic, Nova, Pictou; bal.

Exchange 90 per cent.
Beef, (small) pr lb. 0 3
Do. by quarter, 0 0
Pork, do. (small) 0 3
Butter, (small) 0 3
Lard, per lb. 0 3
Yeast, per lb. 0 3
Dried, (small) 0 3
Do. by the tub, 0 0
Flour, per lb. 0 3
Oatmeal, per lb. 0 3
Wheat, per lb. 0 3
Rye, per lb. 0 3
New Potatoes, per bush. 0 0
Green, American, per bush. 0 0
Flour, per quart, 0 0
Currants, per quart, 4d.

SHINGLE M...
1 Thuringing Machine
1 Watering Machine
At reduced prices
Charlottetown Sept.

FRESH CONSIGNMENT
Sept. 1, 1851.

HOURLY expect leave their office
Charlottetown, Sep.

small consignm
Charlottetown, Sep.

Lumber

HAS at his establish
BOARDS,
Fine and Co.
Charlottetown, Se.

Wanted
PAYMENT IN
Cash at option
Charlottetown, Sep.

PURCHASED
price—Cash
Charlottetown, Sep.

NOB New York
Geo. Casso.
Charlottetown, Se.

HOUS

THE SUBSCRIB
supply.
Charlottetown, Se.

Stores
PIONEER, Hat
Franklin and
Kitchen Bar
Charlottetown, Se.

Pictu
A constant suppl
wholesale or
Charlottetown, Se.

H O
A prime article
than two gal
Charlottetown, Se.

S
THE Subscrib
Twelve Horse
from England for
Beam, Copper-fast
to
Charlottetown, 2

Dyeing
JOHN McPHEE
knows in the
Dyeing and Cloth
for this Town and v
ished in a workman
his Agents fee of
Charlottetown, 2

STATION
FOR SALE
Charlottetown, Se.

OST on the 1
of Mr. Henry
a Hooping Machine
who will reward a
Mr. James W. Ca
Aug 29, 1851—

FLYMOUTH S
Great George B