EUROPE.

ENGLAND.

RESOURCES OF THE BRITISH EMPIRE.

We begin with the subject of agriculture. The largest part of the capital of the British empire is embarked in agriculture, certainly the half of this capital is; that is to say, a sum equal to one thousand nine hundred and one million nine hundred thousand pounds. Taking the total annual value of the direct produce of agriculture, it will be found to amount to two hundred and forty-six millions six hundred thousand pounds. The calculations on which these results are founded rest on records and information of the most authentic description. The items of this produce and their amount, respectively, are as follows—

Grain of all sorts, - - - -	£86,700,000
Hay, grass, field-turnip, vetches, &c. - - - -	113,000,000
Potatoes, - - - - - -	19,000,000
Gardens, orchards, and nurseries, - - - - - -	3,100,000
Cheese, butter, eggs, &c., -	6,000,000
Manure, and labor in rearing cattle, - - - - - -	3,500,000
Hemp and wool, labor included, - - - - - - -	12,000,000
	£246,600,000

Mines constitute the next source of greatest production. Under this head are included all those works carried on for the purpose of procuring gravel, sand, slate, granite, &c. The author believes he does not exaggerate in fixing the amount produced by the mines and minerals generally of the United Kingdom at an annual average of £21,400,000. The Iron Mines, he estimates, produce upwards of four millions of this amount, whilst the value or the coal is rated at eleven millions.

In speaking of the inland and coasting traders, the author observes that there is no country in the world where the elements for carrying on internal communication are better or more extensively combined than in this.

The number of families of shopkeepers in Great Britain is taken, by the most experienced authorities, as about 350,000, which will give 2,100,000 of individuals. It cannot be far from a correct view of the subject to calculate the labor and profits of capital employed by this great community at £60 a year each family; and, assuming this to be accurate, we should then have, under this head, a sum of 21 millions. This estimate, however, does not take in Ireland, neither does it include the millers, butchers, and bankers; but, taking all together, and you see, [illegible] the profits [illegible] author, that we may allow [illegible], in the general account the full sum of £16,200,000. The coasting trade is computed to produce £3,550,000; the fisheries, £3,400,000; shipping and foreign trade, £34,338,059; bankers and foreign income (the income from foreign loans, money contracts, &c) £9,000,000; under the latter head are included the whole of the chartered banks of the united Kingdom. Some idea of the transactions of these powerful merchants will be obtained from the statement, that the amount of the accounts balanced every day in London by these bankers is eight millions. To the same item is comprehended the income resulting from property abroad, possessed by British subjects. It has been usually calculated, that the remittances, on account of the East Indies, to this country amount to two millions; the author, however, is contented with fixing it at £1,500,000.

When the author comes to the consideration of the manufactures of Great Britain, he deems it hopeless to attempt to give any thing like an idea of the infinite ramifications which they form. He presents us, however, with some highly interesting particulars respecting our principal and staple manufactures. Of the cotton manufactures we have the following account.

"The cotton manufacture, or to speak more correctly, the cotton machinefacture, ranks first. The entire value of this manufacture, 1760, did not amount to £200,000; but since that time, by the aid of human skill and machinery, it has not only extended its produce over all Europe and America, but has undersold the Asiatics in their cheap and home markets; sending a larger quantity of its produce to the East Indies and China than to the United States. In 1824 Huskisson stated, in the House of Commons, that the annual produce of this manufacture was £33,500,000; in 1827 it was stated to be £36,000,000 and at present cannot be estimated under £37,000,000. Deducting six millions for the cost of the raw materials, (though it certainly does not amount to that sum,) leaves £31,000,000. More than 850,000, weavers, spinners, bleachers, &c., are employed in this manufacture, the amount of whose wages, at £24 per year, exceed two millions; and the wages of 111,000 engineers, masons, smiths, joiners, machine-makers, &c., at the rate of only £30 a year, would produce £3,330,000; making altogether £5,330,000; which, deducted from £31,000,000, leaves £25,670,000 for the profits of capital invested in looms, workshops, mills, machinery, &c. The capital was estimated, in the year above mentioned, at £65,000,000 and at present exceeds £75,000,000. The number of men altogether employed is 1,200,000.

"Such is the prodigious annual amount raised by this single manufacture, exceeding by one million the whole gross revenue estimated to be raised in the whole stupendous and 'celestial' empire of China. Such are the results of the combination capital with the wonderful powers of machinery, perhaps equal to the work of 80 millions of men. Even the most cool and inattentive observer is astonished, when inspecting the prodigious efforts of this combination of human skill and ingenuity at Manchester, Glasgow, Paisley, &c.; effects which, more than all the theological and metaphysical arguments of trafficers in religion, demonstrate to the greatest unbeliever.

"'How wonderful is man,
A beam etherial, sullied and absorpt,
Though sullied and dishonored, still divine!'"

At present the exports of cotton goods form nearly half of the whole exports of the kingdom.

In speaking of the silk manufacture of this country, Mr. Pebrer appears anxious to establish in the public mind an estimate of this branch of trade commensurate with its real magnitude.—He does not despair, after witnessing its rapid progress since 1822, of seeing the British manufacture of silk supplant that of France, even in the French market, in the same way as the cotton manufactures have already done with the East Indian article. The annual produce of this branch of manufacture is estimated at 8 millions.

The woollen manufacture forms a subject of extensive illustration by the author. Its gross produce cannot be less, at present, than £22,300,000; from which six millions, as the cost of the raw material, is to be deducted. This manfacture gives employment to more than half a million of men women, and children.

The linen manufacture is estimated as producing eleven millions, the cost of the raw material not deducted. The declared value of the exports of this article is two millions sterling; and the number of hands employed in it cannot be less than 300,300.

The leather manufacture, which embraces a great variety of articles, is calculated at fifteen millions annually:

The hardware manufactures, all those metallic articles made in Birmingham, Sheffield, &c. are calculated by the author, to be underated at the sum of seventeen millions three hundred thousand pounds. The cost of the raw material in this trade is comparatively insignificant. The expense of production consists chiefly of wages; it is, therefore, a trade depending on the industry of the nation. The number of persons to whom this trade gives employment is 370 000.

Earthenware, china, porcelain, and glass manufactures are sources of permanent and immense profit; for, with the exception of barilla, and pearl, and ashes, the materials of the manufacture of each are to be found in this country. The yearly produce of [illegible] millions and a half sterling, and that of the pottery and earthenware cannot be less than nearly six millions. The jewellery branch, after deducting the cost of the raw materials, may be fairly allowed to produce not less than three millions four hundred thousand pounds sterling. There is a class of manufactures which, from the various nature of the articles produced, are considered usually under the general designation of "Miscellaneous." These consists of papers of all sorts, pasteboards, hangings, book and print machinery, mechanical apparatus conducted with the fine arts, &c. The estimate of the author, founded on all accessible sources of information, is, that the produce of such articles is not less than thirty-one millions two hundred thousand sterling. The calculations in this instance, as, indeed, those throughout the work, are not adopted at random, or based upon mere guess-work; they are founded on parliamentary documents, these being investigated and compared with unwearied diligence and care, by the author.

Thus, then, we arrive at the general result, that all the branches of manufacture of these kingdoms, that is, all that machinery, all these processes, whether they consist of vital or inanimate power, by which raw materials are converted into every variety of useful and ornamental articles, serving for the necessity and comfort of society; all these branches we find to be of a value unparrallelled in the history of the world, being estimated to be of the value of which is expressed by the enormous sum of one hundred and forty-eight millions and fifty thousand pounds sterling. Taking, then, the aggregate capital created by labour and machinery, by produce of all sorts, and property, we have a total value produced every year in the United Kingdom to the prodigious amount of five hundred and fourteen millions eight hundred and twenty-three thousand and fifty-nine pounds sterling!!

THE TIMES.

"We live in hopes that the times will mend."
Old Song.

Among that mass of individuals who forming the edifice of the state, earn their means of support by the "sweat of the brow," or, harder still, by the labour of the brain, there has never been a more common subject of speculation than the state of the *times*, and the circumstances or measures which have induced changes in their constitution and disposition. This singular significant term, which expresses the state of prosperity or adversity of the ramifications of business and the general aspect of affairs, though it is difficult to fix upon it any precise meaning from its obvious derivation, is well understood by every one.

It is a common enough observation, that the times are never spoken of but in the language of despondency or complaint. No one ever heard an individual, speaking generally, exclaim, "The *times* are good,—excellent *times!*" But complaints of the hardness of the times are as rife as conversation on the subject itself. Our remark will be considered equally trite when we observe, that this tone has been the fashion as long as we can remember; nay, people old enough to be our grandfathers have informed us, that it has been a sort of stereotype mode of expression which has saluted their ears from their youth upwards. It would be difficult to say, that England ever, even under the dominion of Queen Bess, enjoyed such "golden days" that every jolly yeoman could with so great ease earn his roast beef and plumb-pudding and could sit down and enjoy it with perfect contentment. The matter is exceedingly questionable; though we may naturally suppose, from the rich title which that age has obtained, that *times* were not then so *very hard* as they are at present, in these days of national debt and hardly wrung taxation. Goldsmith mentions a time—

——"ere England's woes began, [*man.*"
When every rood of ground *maintain'd its*

Happy, happy days, indeed! But *times* are sadly changed since then; and now every man has enough to do to *maintain his ground.*

It is impossible to cast the most cursory regard over the histories of states, kingdoms, empires, and republics, ancient or modern, without at once perceiving, though minutiæ of course cannot be expected, that where the subject has not been ground by despotism into the servility of silent endurance, the same species of complaint with the same causes, have been set forth. With the people of Rome this was particularly the case. They long complained of the badness of the times, and railed at an evil which had but a name, "in good set terms." By and by, however, they were taught by their philosophers, that effects were produced by causes. These they set themselves to search into; but little need had they to give themselves much trouble in this respect, for the cause generally thickened about them in a manner that left little room for doubt; for it is the nature of every species of abuse to increase without bounds upon the license which it gives itself. "The times were out of joint." The reasons were held up to the people, and no sooner was it perceived that the machine had grown unwieldy by being piled and cumbered with bad and selfish principles, than it was at once overturned and destroyed, and a new and simpler fabric raised in its stead. But "vaunting ambition which doth o'erleap itself" at length seized the reins, and from that hour the times grew worse and worse, till the mighty empire which had issued from the republic tottered, and ultimately fell into the dust. A few noble hearts displayed themselves before the commencement of the fall, but their jealously of the cause of freedom proved their ruin. The times would be better in our own days, if a few of our wealthy patricians were of the disinterested disposition to exclaim as Shakespeare makes the noble Brutus:

"I'd rather coin my heart,
And drop my blood for drachmas, than to wring
From the hard hands of peasants their vile trash
By any indirection."

Brutus, however, was a philosopher, a patriot, and a soldier: we may forgive our modern patricians, mayhap, on the score that the world has lost the breed of noble bloods."

Nothing is more singular, or more perplexing to a person in search of truth, than the general discrepancy of opinion which prevails as to the root and origin of a disease, of whose existence every voice proclaims the certainty. Some find fault with every thing. The whole fabric of the constitution, with the rubbish which has been for ages accumulating about it, and gradually clogging its action, they would at once tumble about our ears, though themselves perished beneath the ruins. Others, more moderate, would but clear it of its superincumbent oppressions, and leave it to act as in days of yore. One great doctor, who has obtained ample credit with a numerous class by, *quack-like*, proclaiming that his nostrums are infallible,—advises a sponge to wipe out the national debt; another of the faculty, whose pretensions are about equal in degree, calls loudly for a paper currency. "Suffer an issue of small notes to any extent," says he, and he forthwith promises such *times* as never were equalled for prosperity in any nation since the beginning of time.

As truth is worth seeking for, and valuable information is to be gleaned in the *highways and byeways* of life, we a short time ago asked a Manchester weaver his opinion of the state of things generally. We anticipated his answer: "the times are hard," replied he, "it's the machinery that's the cause of it all. If Mr. Jackson's machinery will do my work for a penny a day, is'nt he getting rich with the share that I ought to have in exchange for my labour and skill!"

"You are mistaken there Jack," said an engineer, who stood at a short distance; "if machinery adds wealth to the nation, why you, as an individual forming a part of the nation, must be more wealthy. Isn't that plain enough!"

"Well, but I am not more wealthy," replied Jack, isn't that plain enough! But see, thus it is: Jackson's machinery does his work one tenth cheaper than I can, to live,—

"Which enables him to compete successfully with foreign manufacturers," interrupted the other.

Jack proceeded—"Well it's not the nation that gets rich properly, but one individual that is supplied beyond his wants, by the share that he ought to pay me, as I before observed, for my labour. The capital is getting into two few hands, and this is an evil which is of a nature to keep increasing."

We will not pretend to say that we have retained all the peculiar phraseology of this political weaver, (they are all politicians,) but we have given the substance of his reasoning. The engineer was some what posed by this sage and popular doctrine.

"Well, well," he replied, "the *times are very hard*, I allow; every body's complaining; but machinery can't be the cause. The fact is, there's too many of us. You must emigrate to a land that's not so over-populated.

"Aye, aye," replied Jack, "let the people all emigrate, and leave the machines to govern the country—hey!—ha, ha!"

This sally closed the argument.

We have observed, that those individuals who complain of the difficulties of the present time, generally speak with enthusiasm of those which have gone by. This is, we are of opinion as old as the fashion itself, and a reason at once presents itself in the constitution of human nature, which, while it looks with dread and apprehension on present and future difficulties, regards those which have been surmounted with complacency, and conceives them to have been comparatively easy. If, indeed, we were carefully, we say carefully, to deduce from these sayings, as from undoubtable criterions, we should have to come to the doleful conclusion, that every thing has long been in a state of decline, which must, unless speedily arrested by powerful restoratives, end in ultimate dissolution. Great Jove, forbid that we should ever, from the fruits of an important logic, croak forth such disastrous tidings! We will pledge our word, that the jade is still healthy and sound, though sorely galled and overburdened. Till these pressures can be removed by steady and legitimate means, we must, as the ancient proverb expresses, "be patient and wait for *better times.*" *paper.*

DISCOVERIES AND ADVENTURES OF CAPTAIN ROSS.

The secretary to the Admiralty has published, in a letter to the Secretary at Lloyd's, Captain Ross's own account of his adventures, which we give at length, as superseding the conflicting statements gathered from other quarters.

"On board the Isabella of Hull,
"Baffin's Bay, Sept. 1833.

"Sir—Knowing how deeply my Lords Commissioners of the Admiralty are interested in the advancement of nautical knowledge, and particularly in the improvement of geography, I have to acquaint you for the information of their lordships, that the expedition, the main object of which is to solve, if possible, the question of a north-west passage from the Atlantic to the Pacific Ocean, particularly by Prince Regent's Inlet, and which sailed from England in May, 1829, notwithstanding the loss of the foremast and other untoward circumstances, which obliged the vessel to refit in Greenland, reached the beach on which His Majesty's late ship Fury's stores were landed on the 13th of August.

We found the boats, provisions, &c. in excellent condition, but no vestige of the wreck. After completing in fuel and other necessaries, we sailed on the 14th, and on the following morning rounded Cape Garry, where our new discoveries commenced; and keeping the western shore close on board, ran down the coast in a S. W. and W. course, in from 10 to 20 fathoms, until we had passed the latitude of 72 north in longitude 94 west; here we found a considerable inlet, leading to the westward, the examination of which occupied two days; at this place we were at first seriously obstructed by ice which was now seen to extend from the cape of the inlet, in a solid mass, round by S. and E. to E. N. E.: owing to this circumstance, the shallowness of the water, the rapidity of the tides, the tempestuous weather, the irregularity of the coast, and the numerous inlets and rocks for which it is remarkable, our progress was no less dangerous than tedious, yet we succeeded in penetrating below the latitude of 70. north longitude 92. west, where the land, after having carried us as far east as 90., took a decidedly westerly direction, while land at the distance of 40 miles to southward was seen extending east and west. At this extreme point our progress was arrested on the 1st of October by an impenetrable barrier of ice. We, however, found an excellent wintering port, which we named "Felix Harbour."

"Early in January, 1830, we had the good fortune to establish a friendly intercourse with a most interesting consociation of natives, who being insulated by nature, had never before communicated with strangers; from them we gradually obtained the important information that we had already seen the Continent of America; that about 40 miles to the S. W. there were two great seas, one to the west, which was divided from that to the east by a narrow strait or neck of land. The verification of this intelligence either way, on which our future operations so materially depended, devolved on Commander Ross, who volunteered this service early in April, and, accompanied by one of the mates, and guided by two of the natives, proceeded to the spot, and found that the north land was connected to the south by two ridges of high land, fifteen miles in breadth, but, taking into account a chain of fresh water lakes, which occupied the vallies between, the dry land which actually separates the two oceans is only five miles. This extraordinary isthmus was subsequently visited by myself, when Commander Ross proceeded minutely to survey the sea coast to the southward of the isthmus leading to the westward, which he succeeded in tracing to the 99th degree, or to 150 miles of Cape Turnagain of Franklin, to which part of the land, after leading him into the 70th degree of north latitude, trended directly; during the same journey he also surveyed 30 miles of the adjacent coast, or that to the north of the isthmus, which, by also taking a westerly direction, formed the termination of the western sea into a gulf.—The rest of this season was employed in tracing the sea coast south of the isthmus leading to the westward, which was done so as to leave no doubt that it joined, as the natives had previously informed us, to Ockullee, and the land forming Repulse Bay. It was also determined, that there was no passage to the westward for 30 miles to the northward of our position.

'This summer, like that of 1818, was beautifully fine, but extremely unfavorable for navigation, and our object being now to try a more northern latitude, we waited with anxiety for the disruption of the ice, but in vain, and our utmost endeavours did not succeed in retracing our steps more than four miles, and it was not until the middle of November that we succeeded in cutting the vessel into a place of safety, which we named "Sheriffs' Harbour." I may here mention that we named the newly discovered continent to the southward 'Boothia,' as also the isthmus, the peninsula to the north, and the eastern sea, after my worthy friend Felix Booth, Esq. the truly patriotic citizen of London, who, in the most disinterested manner, enabled me to equip this expedition in a superior style.

'The last winter was in temperature nearly equal to the mean of what had been experienced on the four preceding voyages, but the winters of 1830, and 31 set in with a degree of violence hitherto beyond record, the thermometer sunk to 92 degrees below the freezing point, and the average of the year was 10 degrees below the preceding; but notwithstanding the severity of the summer, we travelled across the country to the west sea by a chain of lakes, thirty miles north of the isthmus, when Commander Ross succeeded in surveying fifty miles more of the coast leading to the N. W., and by tracing the shore to the northward of our position, it was also fully proved that there could be no passage below the 71st degree.

'This autumn we succeeded in getting the vessel only fourteen miles to the northward, and as we had not doubled the eastern Cape, all hope of saving the ship was at an end, and put quite beyond possibility by another very severe winter; and having only provisions to last us to the 1st of June, 1833, dispositions were accordingly made to leave the ship in her present port, which (after her) was named "Victory Harbor." Provisions and fuel being carried forward in the spring, we left the ship on the 29th of May, 1832, for Fury Beach, being the only chance left of saving our lives; owing to the very rugged nature of the ice, we were obliged to keep either upon or close to the land, making the circuit of every bay, thus increasing our distance of 200 miles by nearly one half; and it was not until the 1st of July that we reached the beach, completely exhausted by hunger and fatigue.

'A hut was speedily constructed, and the boats, three of which had been washed off the beach, but providentially driven on shore again, were repaired during this month; but the usual heavy appearance of the ice, afforded us no cheering prospect until the 1st of August, when in three boats we reached the ill-fated spot where the Fury was first driven on shore, and it was not until the 1st September, we reached Leopold South Island, now established to be the N. E. point of America, in latitude 73, 56, and longitude 90. west. From the summit of the lofty mountain on the promontory we could see Prince Regent's Inlet, Burrow's Strait, and Lancaster Sound, which presented one impenetrable mass of ice, just as I had seen it in 1818. Here we remained in a state of anxiety and suspense which may be easier imagined than described. All our attempts to push through were in vain; at length, being forced by want of provisions, and the approach of a very severe winter to return to Fury Beach, where alone, there remained wherewith to sustain life; there we arrived on the 7th October, after a most fatiguing and laborious march, having been obliged to leave our boats at Batty Bay.—Our habitation, which consisted of a frame of spars, 32 feet by 16 feet, covered with canvas, was during the month of November enclosed, and the roof covered with snow, from four feet to seven feet thick, which being saturated with water when the temperature was fifteen degrees below zero, immediately took the consistency of ice, and thus we actually became inhabitants of an iceberg during one of the most severe winters hitherto recorded; our sufferings, aggravated by want of bedding, clothing and animal food, need not be dwelt upon.—Mr. C. Thomas, the carpenter, was the only person who perished at this beach, but three others besides one who had lost his foot, were reduced to the last stage of debility, and only thirteen of our number were able to carry provisions in seven journies of sixty-two miles each to Batty Bay.

'We left the Fury Beach on the 8th of July, carrying with us three sick men, who were unable to walk, and in six days we reached the boats, where the sick daily recovered. Although the spring was mild, it was not until the 15th of August that we had any cheering prospect. A gale from the westward having suddenly opened a lane of water along shore, in two days we reached our former position, and from the mountain we had the satisfaction of seeing clear water almost directly across Prince Regent's Inlet, which we crossed on the 17th, and took shelter from a storm twelve miles to the eastward of Cape York. The next day, when the gale was abated, we crossed Admiralty Inlet, and were detained six days on the coast by a strong northeast wind. On the 25th we crossed Navy Board Inlet, and on the following morning, to our inexpressible joy, we descried a ship in the offing, becalmed, which proved to be the Isabella, of Hull, the same ship which I commanded in 1818. At noon we reached her, when her enterprising commander, who had in vain sought for us in Prince Regent's Inlet, after giving us three cheers, received us with every demonstration of kindness and hospitality which humanity could dictate. I ought to mention also, that Mr. Humphrey, by landing me at Possession Bay, and subsequently on the west coast of Baffin's Bay, afforded me an excellent opportunity of concluding my survey, and of verifying my former chart of that coast.

'I now have the pleasing duty of calling the attention of their lordships to the merits of Commander Ross, who has seconded in the direction of this expedition. The labours of this officer, who had the departments of astronomy, natural history, and surveying, will speak for themselves in language beyond the ability of the pen; but they will be duly appreciated by their lordships, and the learned bodies of which he is a member, and who are already well acquainted with his acquirements.

'My steady and faithful friend, Mr. William Thom, of the royal navy, who was formerly with me in the Isabella, besides his duty as third in command, took charge of the meterological journal, the distribution and economy of provisions, and to his judicious plans and suggestions must be attributed the uncommon degree of health which our crew enjoyed; and as two out of the three who died in the four years and a half were cut off early in the voyage, by diseases not peculiar to the climate, only one man can be said to have perished.—Mr. McDiarmid, the surgeon, who had been several voyages to these regions, did justice to the high recommendation I received of him: he was successful in every amputation and operation which he performed, and wonderfully so in his treatment of the sick; and I have no hesitation in adding, that he would be an ornament to his Majesty's service.

"Commander Ross, Mr. Thom, and myself, have, indeed, been serving without pay; but, in common with the crew, have lost our all, which I regret the more, because it puts it totally out of my power adequately to renumerate my fellow-sufferers, whose case I cannot but recommend for their lordships' consideration. We have, however, the consolation, that the results of this expedition have been conclusive, and to science highly important, and may be briefly comprehended in the following words:—The discovery of the Gulf of Boothia, the continent and isthmus of Boothia Felix, and a vast number of islands, rivers, and lakes; the undeniable establishment that the north-east point of America extends to the 74th degree of north latitude; valuable observations of every kind, but particularly on the magnet; and, to crown all, have had the honour of placing the illustrious name of our most gracious Sovereign William IV on the true position of the magnetic pole.

"I cannot conclude this letter, sir, without acknowledging the important advantages we obtained from the valuable publications of Sir Edward Parry and Sir John Franklin, and the communications kindly made to us by those distinguished officers before our departure from England. But the glory of this enterprise is entirely due to Him whose divine favour has been most especially manifested towards us, who guided and directed all our steps; who mercifully provided, in what we had deemed a calamity, His effectual means of our preservation; and who, even after the devices and inventions of man had utterly failed, crowned our humble endeavours with complete success. I have, &c.

"JOHN ROSS, Captain R. N.

"To Captain the Hon. George Elliott, &c.
Secretary Admiralty."

CAPT. BACK'S EXPEDITION.

The following letter has been received from Capt. Back, (being the first time since he left Montreal, where he may be said to have commenced his undertaking,) and is now published for the information of the numerous friends and subscribers to his expedition.

'Norway-house, Jack River, June 19, 1833.

"My dear Mr.,—I wrote to you last (I think) from Montreal; since which I am happy to inform you my progress has been unimpeded by accident, though attended with more expence than it was possible to foresee. On arriving at the Sault St. Marie, (I love the name,) which we effected ten days earlier than the light canoe of the last season, we were informed that there was such a deficiency of provisions in the Indian country that it would be ne-