SPAIN.—Government has ordered honours to be rendered to the memory of the late Duke of Wellington. General Castanos, who served under Wellington, is just dead, aged 95, and will be buried with national solemnities.

GERMANY, &c.—The *Cologne Gazette* states, that negotiations are in contemplation between the United States and the Zollverein respecting a mutual reduction of import duties. It is said, the U. States Government has expressed willingness to favour the import into America of certain articles of the Zollverein, and the crisis, in which the customs' question has recently been placed, has alone prevented the completion of the matter.

Negotiations are opened for a concordat between Austria and the Papal See, and ratifications of the extraordinary treaty between Austria and the Netherlands have been exchanged.

Cholera is rapidly declining in Poland and Prussia.

A change in the Tuscan Ministry is again imminent.

Serious damage has been done by inundations at Naples.

SUBMARINE TELEGRAPH BETWEEN THE NEW AND OLD WORLDS.

The practicability of successfully laying down a submarine insulated wire for the purpose of placing England, and in fact Europe, in telegraphic communication with America, is a question of very grave and serious consideration; and although we live in an age when the terms "difficulties" and "impossibilities," are well nigh expunged from the engineering vocabularies, there do exist impediments in crossing the Atlantic, a distance of 3000 miles, certainly most formidible, if not of an entirely prohibitory character. The only points of land or rock which could be made at all available for securing the wires are the "Three Chimneys," situated at about 30 deg. west longitude, and "Jacquet Island," 49 deg., from whence it would proceed to St. John's, in Newfoundland, longitude about 55 deg., leaving long sea spaces of varying depths, encompassed with difficulties, the means to escape from which it is hard to surmise. In some parts of the Atlantic, the plumb line has been let out to a depth of five miles, without reaching soundings; in other portions the depth of the sea valleys varies from half a mile to two miles, and many of the more shallow spots consist of ridges of hard, water-wora, sharp-pointed rocks, which, from the violent action of the sea, would inevitably abrade and sever, in a very short period, any kind of metallic rope, however strongly manufactured, or externally protected. Vast masses of gigantic sea weeds, of unknown thickness, form the sea bed, extending over some thousands of square miles, in which the rope, once embedded, whether fractured or not, no power that could be placed on board a ship, could ever again raise it. With such facts before us, it appears necessary, if telegraphic communication is to be accomplished between the two countries, to look about us, and see if there does not exist a route in which we may find a little more *terra firma*, and unaccompanied by such startling difficulties. A plan has been suggested, and the route partially surveyed, by two engineers, Messrs. Harrison Brothers, which appears to solve the problem; and, in fact, nature has placed at our command land stations by which, we have no doubt, the highly desirable achievements may be successfully accomplished. They propose to start from the most northern point of the main land of Scotland, proceed to Orkney, Shetland, and Faroe Islands, from the most northwesterly of these, across to Iceland; from Cape North, in Iceland, to the eastern coast of Greenland; thence across the Peninsula to a point on Davis's Straits, near the Arctic circle, crossing the Straits to a point near Cape Walsingham. The next and last submarine line would be across Hudson's Straits into Upper Canada, the wires then traversing the land to Quebec, from whence it would command the whole extent of the great continent of America. By this arrangement the whole of the submarine line would, probably not exceed 2500 miles; but, being in detached proportions, the longest of which, from the Faroe Islands to Iceland, would not much exceed 500 miles, the chances of practical success are greatly multiplied. In the whole of the route, too, the bed of the North Sea is singularly favorable to the project. At depths varying from 160 to 200 fathoms it consists of stony, sandy, and shingly bottoms, undulating the hills and valleys, where, out of any very extensive navigation, and in situations not generally used for anchorage, the wires would lie secure, performing their rapid, silent, and mysterious vocation in safety. The length of the line overland would much exceed that by sea before reaching Quebec; but, as no difficulties are involved in its construction, whether carried on posts or laid beneath the surface of the ground, the only consideration is the quantity of wire required, and, consequently, the expense to complete the connexion. The practicability and successful results of the submarine telegraph is now a great fact, exemplified in the working between England and France; and, if twenty-one miles can be accomplished, we see no reason why, with a favorable sea bed, and under other advantageous circumstances, five hundred miles could not be successfully completed. The construction of such a line as we have here described would, indeed, lay the ground-work for encircling the earth with the means of instantaneous intelligence; proceeding westwardly through the Russio-American possession we come to Behring's Straits, crossing which, by a submarine line, at the narrowest part, perhaps 230 miles near Prince of Wales Cape, we land on the coast of Russia in Asia, and, crossing Siberia, establish an electric belt, surrounding the globe, from which communications could with facility be made with every principle place in Europe, Asia and America; and from the United States, by the Isthmus of Panama, the same results would follow with South America. We think enough has been said to show the practicability of the project, and as we understand the Danish Government are favorable to the scheme, and are willing to render every assistance as far as the route crosses their territories, we have no doubt there is sufficient enterprise and scientific perseverance abroad to carry out the plan to a successful issue.

In referance to this subject a correspondent of the London *Daily News* says:—I find a proposal to make a line by the very circuitous and difficult route of Iceland, Greenland, &c., with a long stretch of ocean to be crossed by the telegraph. The difficulties of such a line are confessedly very great, almost insuperable. It struck me forcibly, why not prefer the eastern route altogether, *i. e.*, by Northern Europe and Mid Asia, across Behring's Straits, and so by California, &c., to Canada and the States? This line would be rather longer, perhaps, than the other. Yet the difference, for such a purpose, is but trifling, while the superiority in safety and facility of construction and preservation is obvious at first sight. Indeed, this, or something very near it, is actually given in the extract referred to as the return route from America to England. Why not, then, limit the plan, if even seriously contemplated, to this so much more practicable direction? In this case the only ocean submarine trajecting required would be the crossing to Ostend, or any other point on the Continent, with the comparatively short and easy one over Behring's Straits.

KAMPTULIBON.—Lieutenant G Watson, of the British Navy, has proposed a mixture of caoutchouc and sawdust under that name, as a lining for the interior of war vessels. The inventor claims, that from its elasticity, it will immediately collapse when penetrated by a ball, and thus prevent the entrance of water. It also deadens concussion, and by its buoyancy will keep a vessel afloat though it should be riddled with shot, and moreover will prevent loss of life by splinters.

ELECTRO-TELEGRAPH PROCESS.—The *Builder* has already alluded to the effect likely to be produced by the electro-telegraph—an effect far beyond what seems at first probable. The whole civilised world will be in immediate communication before long, and the East India Company have already determined on an immense step towards it. They have arranged for the connection, by means of the electro-telegraph, of the greater part of India, and have actually given orders, as we understand, which will require for their execution no less than 3,500 tons of galvanized iron wire! Truly an enormous work, involving great results. We are beginning to move. What a future looms in the distance!"

NEW ENTERPRISE.—An Association has been formed in England, with the Earl of Yarborough at its head, and Mr. Petto, M. P. deputy chairman with a view of constructing Mammoth steamers of the burthen of 5,000 tons and 1,500 horse power, to carry passengers from Milford Haven, to Halifax, at £10 per head.

WEST INDIES.

Our files furnish the following items:

JAMAICA.—The small pox still prevailed in the Island, but its virulence had considerably abated. Two isolated cases of cholera recently occurred, one in Kingston, the other on the north side of the Island, which had caused some apprehension as to the return of that terrible scourge. Shocks of earthquake have been alarmingly frequent in different parts of the Island. The depressed condition of the Colony, both agriculturally and commercially, still occupies the attention of the Jamaica press. The whole crop of sugar for 1852, was not expected to exceed 28,000 hogsheads, a return little more than one half of the crop of the small island of Barbadoes. The communications from the Jamaica Delegates in London plainly show, that Sir John Pakington holds out no hope, that a differential duty on Sugar will be imposed by Parliament for the benefit of the British Colonies—which is the mode of relief the delegates are anxious to secure.

BARBADOES.—The scanty supply of American provisions and the deficient crop of yams, potatoes, &c., had caused considerable privation among the labouring class of this densely populated colony; but at the last advices, supplies from the United States were coming in more rapidly than had been the case for several weeks previously. Sugar-growing now absorbs nearly the whole attention of the Barbadoes planter; for it appears by the papers, that including the quantity of Sugar reserved for consumption of the inhabitants, the crop of this year amounted to 50,000 hogsheads.

DEMERARA.—We are glad to perceive by Demerara papers, that there is every prospect of the Sugar crop of this year being the largest ever shipped from that Colony; but the limited supply of labour greatly retards the planters' operations. Shipping was scarce, and freights were higher than they had been for some time past. The Demerara market was well supplied with provisions, excepting codfish which was in great demand.

ANTIGUA.—The weather in Antigua had undergone an agreeable change. The severe drought had at length been relieved by heavy rains.

TRINIDAD.—The Sugar Crop at Trinidad this year exceeds the return for many years past; upwards of 30,000 hogsheads have been shipped.

ST. LUCIA.—Three Delegates are about to proceed from St. Lucia to London, to co-operate with those from Jamaica in pressing on the attention of the Home Government, the depressed state of the West India Colonies, and the necessity for immediate relief.

HARBOUR REGULATIONS AT MARTINIQUE.—We copy, from the St. Lucia Palladium, the following Harbour Regulations which have been recently established at Martinique. The information will, doubtless, be serviceable to Masters of Vessels:—

'The Government of Martinique has issued a notice to all captains of trading vessels arriving at the ports of the colony, requiring, that before sending any boat ashore, they must board the guardship (*stationnaire*), or the merchant commodore, where they will receive instructions as to the requirements of the order of the 22d May, 1849, regarding the regulations of the harbour and bays. Any contravention of this notice is punishable with a fine of 25 to 100 francs, with imprisonment of from six days to one month. The attention of the masters of trading vessels anchoring at St Pierre is further directed to the following regulations of June 4, 1852:

'No vessel arriving from sea, either in the day or night-time, shall make fast to the buoys for the purpose of mooring into line, under a penalty of 100 francs.—Ships about to leave the harbour, with the wind in the offing or across, may affix their lines to the buoys to facilitate their departure; the lines to be let go as soon as the ship is abreast of the buoy. When the wind blows off the land, ships starting, may at the moment of weighing anchor, carry a line to the buoy and keep it there during six hours at the most, to enable the stowing of anchor; provided always, that another line is made fast on shore or to some other vessel astern, so that the weighing ship may be kept between the buoy and the shore. Every infraction of these regulations is liable to a fine of 100 francs.'

INAGUA.—The shock of an earthquake was felt at Inagua, Aug. 20. The motion was from east to west, and the sensation experienced was similar to sea-sickness. About 100,000 bushels of salt had been racked at the Company's ponds,—an advance of 40,000 bushels in advance of last year. Two rakings were lost in the spring. A brig from Boston with an assorted cargo of provisions had arrived at Inagua.

COLONY OF THE BAY ISLANDS.—The Islands of Ruatan, Banacca, Utilla, Barbaret, Henele, and Morat, in Honduras have been erected into a colony by direction of the British Government, under the name and title of the Colony of Bay Islands.—This circumstance has caused some dissatisfaction to the Americans.

UNITED STATES.

WRECK OF THE ATLANTIC.—GREAT DIVING.—John Green, the diver of Mr. MalNolert, has been down to the guards of the Atlantic, 144 feet below the surface of the water. His pipes worked without difficulty, but the steamer from which he went down, was too small for the operation, and another effort must be made from a larger craft.

THE MARINE ARMOUR.—A diver has succeeded in reaching the wreck of the steamer Atlantic, sunk in Lake Erie in one hundred and fifty feet of water. The following interesting description of the means by which this extraordinary feat was accomplished, we take from the *Buffalo Commercial*:

'The marine armour consists of a perfectly air-tight India rubber dress, topped by a copper helmet with a clear, thick plate of glass in front. The pipes which supply and exhaust the air, lead from the top of this helmet. The pumping requires much labour; four, and sometimes six men being employed upon it at the same time, and compelled to work hard at that. A great pressure of air is experienced by the diver upon his lungs, equal to 75 lbs., to the inch, and very few individuals could bear it for any length of time. When first going into the dress, the sensation of oppression is very overcoming, but passes away in a great measure after entering the water. When a depth of ten feet is reached in the descent, the dress becomes entirely empty of air and collapses to the body, causing a pressure all over the diver equal to the heft of a ten pound weight, excepting as to the head, which is protected by the copper helmet. The difficulty in breathing now becomes great, and a painful sensation is experienced by the diver, the jaws becoming distended, and the head seemingly splitting This continues until after descending another ten or twelve feet, when the pain is relieved, the diver feels comfortable, and experiences no further inconvenience. When about sixty feet below the surface, hundreds of the legitimate inhabitants of the water surround the driver, nibbling at their strange visitor, as though he were 'food for the fishes.' After reaching seventy-five feet, all is perfectly dark—a black impenetrable darkness—and an electric flame plays around the inside of the helmet, caused by the friction of the pump. At about one hundred and sixty feet, the water is very cold, being in the present season within four or five degrees of freezing.'

HASZARD'S GAZETTE.

TUESDAY, OCTOBER 19, 1852.

THE Proprietor of this Paper, intending on the 1st January next, to make considerable improvements and alterations in his Establishment, again calls upon all persons indebted to him, to make immediate payment, so as to enable him to meet the very heavy expenses which he will have to incur in carrying out his designs. He intends importing a Power Press, this Fall, and a quantity of new Type, which will greatly facilitate the labors of his Office, and enable him to devote more time and attention to the other Departments connected with the business.

We learn from a conversation with a person just arrived from Nova Scotia, and who has been employed in procuring posts for the Telegraphic line, between Sackville and Cape Tormentine, a distance of 40 miles, that Mr. Gisborne is hourly expected to arrive in Charlottetown, and we see by the papers, that the steamer *Ellen Gisborne*, left Philadelphia, on the 7th inst. for Prince Edward Island, touching at Halifax. The submarine cable and the Telegraphic wires are already here, and we may now confidently look forward to the Electric communication between this Island and the Continent being speedily accomplished.

To J. D. HASZARD, ESQ.

DEAR SIR;

Had any one asserted a week previous to the Horticultural Show, that 119 samples of fruit, comprising Grapes, Melons, Pears, Apples, Green Gages and Plums of various sorts, the produce of the Island would be displayed at the same time in one place, he would have been looked upon as a more enthusiastic dreamer than the Secretary of the Horticultural Society himself, and yet, such was the fact. There were exhibited

1 dish of Grapes
14 Melons (Musk)
10 samples of Pears
51 do. Apples
5 do. Green Gages
2 do. Magnum Bonum or Egg Plums
15 do. various sorts of Plums
19 do. Damsons
2 Siberian Crab Apple.

There were besides, 9 Bouquets of Garden Flowers, 80 Plants in Pots, besides specimens of Dahlias, Panzies,

In addition, there was a goodly shew of Vegetables, viz., Cauliflower, Broccoli, Tomatoes, Capsicums, Celery, Parsnips, Carrots, Beets, Cabbages, Pumpkins, Sweet Herbs, &c.

With respect to the first of these divisions, I beg to state, that having received no intimation that so great a number would be offered for competition, the committee were taken by surprise, and regretted that sufficient time was not afforded for displaying them to greater advantage. As it was, however, the exclamation of astonishment and pleasure that involuntarily burst from all classes of spectators, was a sufficient proof, that the sight was as gratifying as unexpected. The most amusing part of the matter was, that the oldest natives of the Island were among those who a few moments previously had no idea, that the country of their birth produced so many varieties of such fine fruit as then for the first time met their eyes. There is a propensity—unaccountable except we refer it to ignorance—of depreciating both the soil and climate of the Island, and this not so much among strangers from more southern latitudes as those who have been born and brought up here the descendants frequently of men from the rugged highlands of Scotland, which were at the time of their emigration (whatever they may be now) far inferior in Agricultural and Horticultural productions to Prince Edward Island. The summer is too short, we say they, and the winter too long to raise either animals or vegetables to perfection. Setting aside men and women, which some of our Legislators will not allow to be animals, and confining our attention to the specimens of those of the brute species exhibited at the Cattle Show, most of which might have competed with those of our fellow colonists, and some, the sheep in particular, have borne away the prize and reflecting that it is but a comparatively short time since our farmers and amateurs began to turn their attention to improving the breed of Horses and Cattle, we may produce these in refutation of the calumnies, that we are not able to produce good specimens of animated produce. Let the 500 and upwards of Horses exported this year to the neighbouring colonies, be admitted as additional evidence upon this subject, and I think, that even those hitherto the most determined in their opinions, will become sceptical as to the inability of the Island, from either the length or severity of the winter, to produce those animals that conduce to the sustentation of man's life, or minister to his necessities, his pleasures, or his luxurious appetites. As to the inanimate productions, we way turn with satisfaction to the different Grain Shews to the immense improvement that has taken place in the culture of the different species of the cereals, and to the success attending the introduction of the Swede and other Turnips, Mangeld Wurtzel, Carrots and Parsnips, which are now raised in greater quantities than it was a few years since deemed possible, and are being employed during our long winters in making cattle fat and incrsasing our stocks of manure, and thereby ensuring more abundant crops of every thing; and lastly, we may with all due humility, refer to the recent Horticultural Exhibition as corroborative of the fact, that the Island has, with sure though silent steps, been making great progress in shewing its ability to furnish itself with those comforts and luxuries, which are peculiarly the proper appendages of a country so almost entirely dependent on the productions of the soil as Prince Edward Island. Any one who has visited the wharfs this autumn must have noticed the number of barrels of apples that have been already imported, and more, I am told, are to come. This is a clear proof that there is a taste, and a rapidly increasing one I think, for autumn and winter fruit; and any one who takes the pains may see that a great portion of this is carried into the country by the market people, independent of what they themselves consume on the spot. I confess I am pleased to see it. In the first place, it is a more healthy, rational, and in the end less expensive method of gratifying the appetite for something pleasant and refreshing, than drinking either beer or spirits; and in the second place, the taste having been once confirmed, will, like all others, grow more fastidious from gratification the more it is indulged. This will set our country people to planting trees for themselves, and contributing to the market their own quota—and thereby lessen the necessity for importation, and permit the capital that is so employed to be diverted into other channels. This, I think I may take upon myself to say, is among the first objects of the Horticultural Society—not to interfere with, or in the least degree to hinder the farmer in the prosecution of his necessary duties, but on the contrary to encourage him to devote some of his time,—and it needs but a small portion of it,—to the enclosing a piece of garden ground, to be under the management of his wife and children—the latter particularly—in which early culinary vegetables of all sorts may be cultivated, with the plough, if he likes; and which will not only repay him amply for the labour bestowed, but serve, after a year or two, as a place in which to begin an orchard, not solely to raise fruit for his own and family's gratification—though that is of much greater importance than he is aware of—but as investing a portion of his capital, which will yield him a far better interest, after the lapse of a few years, than any other fund in which it could be placed, and which, if properly attended to, would enable him to pay the greatest part, if not the whole of his annual rent. It is said, and with truth, that the winter is both long and severe; let us, therefore, do every thing that will make it at least appear shorter. We are anxious to make our houses warm and comfortable; sensible people endeavour to make them pleasant also, and agreeable. The Society wishes, therefore, to encourage the cultivation of exotic house plants, so that when every thing is enveloped in snow and ice without, and the prospect dreary and sombre, the refreshing green of the foliage and the delicate or refulgent hues of the flowers within may relieve the harassed mind and transport it for a while into a more genial clime, redolent with sweets. And in this, too, we have succeeded better than we had anticipated, nor are we without hopes that in a short time our houses will not yield in this refined species of ornament to any in America. Of the vegetables, I shall say nothing at present; not, however, that they are not deserving of their fair meed of praise, but the contrary, for there is a marked difference for the better in these productions every year, and because they spake for themselves, being excellent of their kind, and things that almost all are judges of.

In conclusion, let me add, that the display was such as to give great hopes of future and continually increasing success. I am fully aware that there is much to be amended in the mode of holding and managing these exhibitions; but let it be recollected that we are as yet but young in the business; and, conscious of our inexperience, we shall be thankful for any hints for our better conduct in future. There will be a Public General Meeting of the Society in January, at which we trust all the friends of Horticulture, and the general improvement of our internal resources, will be present—when a full report of all the transactions of the Society, the amount and disposition of its funds, and every matter relative to the present interests and future well-being of the Society, will be laid before them.

In the meantime I am, dear Sir, with many thanks for your obliging kindness in contributing to further our views,

Yours faithfully,
JOHN LAWSON,
Secretary Hort. Society.

Charlottetown, Oct. 16, 1852.

STORM OF FRIDAY NIGHT LAST.

ON Friday night, the 15th instant, a little before midnight, the people of Charlottetown were much alarmed by the breaking out of a storm of great and unusual violence. The wind, which was Southerly, blew with great fury; and, in such quarters of the town as were more immediately exposed to the blast than others, the tumbling, rocking, and creaking of the houses were, we have been told, so alarming to the inmates that, in many instances, they arose from their beds to provide for their own personal safety.—The tide, which was full about 12 o'clock, was one of the highest that have ever been experienced in our harbour. It covered the wharfs, over which it was driven with awful fury by the wind; being sent rolling and dashing even up Queen-street to a considerable distance. Many of the vessels which were lying in the harbour were driven and dashed against the wharfs and one another, with so much violence that they, and even the wharfs, have been seriously damaged by the collisions. A small vessel, a schooner of about forty tons burthen, lying a little below Pownal-street wharf, owned by Mr. SNEESTON, of this town, and in which he and his family were about to sail for Australia, was forced from her moorings, and driven with so much force against that wharf, that she broke completely through it. A breach having been thus made in the wharf, it was quickly extended by the raging of the wind and waves, and two blocks were completely swept from their sites. The other blocks were not displaced, but all that remains of the wharf is nothing but a wreck; and, judging from appearances, it will, we think, take little less to repair it than was originally expended upon its construction.—We very much regret to have to state, also, that the private wharf of W. DOUSE, Esquire, was so completely broken up, that scarcely a vestige of it remains; and further, that the breastwork erected by that gentleman below his house is also very much injured. What further damage and loss, if any, the storm occasioned in and about Charlottetown, or in other parts of the Island, we have not yet heard: neither have we, as yet, learned any thing of its effects at sea; but we very much fear that it will be found to have been fearfully destructive as respects those vessels which were exposed to its fury in the gulf.

A Meeting of the P. E. Island Company emigrating to Australia, was held at Mr. Stephen Boyyer's, on Wednesday evening, the 6th inst., when most of the Shares required for carrying on the concern were taken up, and the followig persons elected into office:—

Mr. STEPHEN BOYYER,
" OWEN CURTIS,
" MACGOWAN,
" G. CURTIS,
} Managers.
P. MACGOWAN, Esq., Treasurer.

The Managers were authorised immediately to negotiate for the purchase of a Vessel, and to use every other means in their power to expedite, as much as possible, the Company's speedy departure.

Coroner's Inquest, before D. HODGSON, Esq., Coroner, and a Jury, held on Friday last, 15th October, on view of the body of *James Holbourn*, Private 72d Regiment. Verdict.—Died from Congestion of the Brain, produced by excessive drinking, and not from any violence offered by any person.

Passengers.

In the Steamer *Rose* from Picton, on Wednesday 13th instant—Rev. Messrs. Kier and Byers, Messrs. Bracket, West, Metzler, Blackburn; Mrs. Ross,—1 in steerage.

In the Packet *H. Ingram*, from Shediac, to Bedeque, Oct. 2,—Messrs. J. Watt, Westacott, McLennan, McLeod, Compton, Laird, Collins, John Ramsay, Nordbeck; Miss Mabey.

In the steamer *Rose*, from Picton, on Friday last, the 15th inst.—Col. Lane, A. Lane, Mrs. H. Lane, Misses Lane; Miss Kelly, Miss Robinson; Mrs. Taylor; Rev. Mr. Bethune; Messrs. Story, Harney, Paw, Mason, Fay, Fraser, McLeod,—and 3 in the steer-

Married.

This morning, by the Rev. Doctor Evans—WILLIAM B. DEAN, Esq., Merchant, to MARY, 3rd daughter of Mr. James Lord, of Tryon River.

At Georgetown, by the Rev. W. Stewart, on the 28th of September, Mr. George Ployer, to Miss Catherine M'Donald.

Died,

On Wednesday morning last, Mary wife of Mr. Thomas Witter, and daughter of the late Mr. John Howell, aged 52 years.

At the Head of Vernon River, Halfway-House, Mrs. Redmond, wife of Mr. Matthew Redmond, Innkeeper.

(*From the London Gazette.*)

Commission signed by Her Majesty, dated July 5. Royal Sussex Light Infantry Regiment of Militia—Lieutenant William Fuller, (late of the 52nd Regiment) to be Adjutant, from July 23.

Commission signed by the Lord Lieutenant of the county of Sussex.—Adjutant William Fuller, of the Royal Sussex Light Infantry Regiment of Militia, appointed to serve with the rank of Captain.

Port of Charlottetown.

ENTERED:

Oct. 12—Schr. Freedom, Evans, Newfoundland—herring.
13 Duroc, Breen, Sydney—coal.
— Petrel, Boudrot, Arichat—herring.
— Forest, Perry, Halifax—do.
— Rosa, Mitchell, Halifax—do.
— Nancy, Bernard, Arichat—
— Industry, Peters, do.
14 Ceres, Evans, Labrador—herrings.
— Jolly Tar, Bouchet, [illegible]—deals.
15 Blossom, Robeshau, Miramichi—boards and shingles.
— Dove, Robertson, Pictou—coal.
— Euphemia, Malone, Fishing Noyage.
— Ellen, Strahan, Gut of Canso.
16 Lady Smith, Boudrot, Arichat.
— Alacrity, McPherson, Pugwash.
18 Spray, Anderson, Bay Verte.
— Shannon, Kink, Arichat.
— Elizabeth Ann, Muirhead, Miramichi—shingles & fish.

CLEARED:

Oct. 12.—Brigt. Diana, M'Rae, Sydney.
—Barque Electric, Heard, Quebec.
13—Brigt. Peri, McLeod, Bermuda—hardwood plank, produce, &c.
—Sch. Margaret, Ann, Thomas, Halifax—produce.
—Brigt. Scotia, McMullin, Sydney—ballast.
—Schr. Margaret, Griffiths, Bermuda—[illegible].
15 Forest, Perry Halifax—potatoes.
— Charlotte, Le Blanc, St. John, N. B.
— Ellen, Strahan, Halifax—produce.

Ship News.

Barque Acastus, on shore at Cape Bear on Thursday last, got off, and arrived here this evening.

PHILADELPHIA, 7th Oct.—Steamer Ellen, Gisborne, sailed this morning for Prince Edward Island, touching at Halifax.—(*Per Telegraph.*)

METEOROLOGICAL JOURNAL,

For the two weeks ending October 16, 1852.

BAROMETER.			THERMOMETER.		
Highest (3d.)	Lowest (5th.)	Mean.	Highest (5th.)	Lowest (5th,6th)	Daily Mean.
30.27	29.50	29.97	61.3	43.0	52.5
Highest (14th.)	Lowest (15th.)	Mean.	Highest (11th.)	Lowest 13th,14th	Daily Mean.
30.21	29.10	29.92	55.2	32.3	48.8

Oct.	WIND AT 9, A. M.	WEATHER.
Su. 3	N. moderate breeze.	Overcast and cloudy, with passing rain, till 9, p. m.; then cloudy.
Mo 4	S.S.W. light do.	Overcast, with passing clouds; passing rain, from 3, p. m., till 6; then rain till 12.
Tu. 5	S.S.E. fresh do.	Overcast and cloudy; rain, till 9, a. m.; passing rain, from noon, till 6, p. m.; then very heavy rain with thunder and lightning, till 9, p. m.; then passing rain.
W. 6	W.S.W. mod. do.	Blue sky, with passing clouds; a slight shower at 1, p. m.
Th. 7	S.S.W. gentle do.	Overcast and cloudy; passing rain, till 9, a. m.; then cloudy.
Fri. 8	N.N.W. light air.	Overcast and cloudy, till 6, a. m.; blue sky, with passing clouds, till 6, p. m.; then cloudy and passing rain.
Sat. 9	N.N.E. gentle breeze.	Overcast and cloudy; passing rain, from noon.
Su. 10	E. light breeze.	Overcast with rain.
Mo. 11	Calm.	Overcast; passing rain.
Tu. 12	N.N.W. light breeze.	Overcast and cloudy, till noon; then blue sky, with passing clouds, till 3; blue, till 6; and then cloudy.
W. 13	S.S.W. gentle do.	Overcast and cloudy; passing rain, till 3, p. m.; then blue sky, with fog in evening.
Th. 14	N.N.E. light air.	Blue sky, with fog, till 6, a. m.; then cloudy; and rain, from ½ past 5, p. m.
Fri. 15	E.N.E. fresh breeze.	Overcast and cloudy, with rain.
Sat. 16	S W. strong gale.	Overcast and cloudy, till 9, a. m.; then blue sky, with passing clouds and passing rain.

N. B.—At 9, p. m., on the 15th, the wind rose, and blew a fresh GALE, and increased in strength till 11, when it came on a storm from S.S.E., which lasted till 4, a. m. next morning, when the wind dropped, and it became quite calm. Then chopped round to S.W., and blew a strong gale, till 2, p. m. An extraordinarily high tide occurred on the 15th, which combined with the storm, did a great deal of damage to the wharfs and vessels alongside. Barometer dropped an inch in 24 hours, having stood at 30.10 at 9, p. m. on the 14th, and being 29.10 at the same hour next day.

Charlottetown Markets.

Exchange 50 per cent., on Sterling. SATURDAY, Oct. 16, 1852.

	FROM	TO		FROM	TO
Beef, (small) pr lb.	0 2½	0 4½	Wool, - -	1 0	1 4
do. by quarter,	0 2½	0 4	Ham, per lb.,	0 5	0 7
Pork, - -	0 3	0 4	Barley, per bushel,	2 3	2 9
do. (small)	0 3	0 5	Oats, - -	1 6	1 8
Mutton, -	0 2½	0 4½	Wheat, - -	0 0	6 0
Lamb, per lb.,	0 2½	0 4	Timothy Seed, bush	12 0	13 0
Veal, per lb.,	0 2	0 4	Potatoes,	1 0	1 3
Butter, (fresh) -	0 8	0 10	Turnips, per bush.,	0 11	1 0
do. by the tub,	0 8	0 9	Carrots, per bunch	0 1½	0 2
Cheese, - -	0 5	0 7	Turkeys, each	0 0	4 6
Pearl Barley, per lb.	0 0	0 1½	Fowls, - -	0 5	0 10
Brant, per pair,	0 0	0 0	Eggs, per dozen,	0 5	0 7
Lard, - -	0 8	0 0	Hay, per ton, -	45 0	55 0
Tallow, -	0 8	0 10	Straw, per cwt.	0 10	1 0
Ducks, each -	0 10	1 0	Codfish, per qtl.,	12 0	15 0
Partridges, -	0 6	0 9	Homespun, per yd.	3 0	3 4
Geese, each,	1 9	2 3	Buck Wheat, bush.,	0 0	0 0
Clover Seed, per lb.	0 0	0 0	Rabbits,	0 0	0 0
New Potatoes, bush	0 0	0 0	Chickens, per pair,	0 0	0 0
Green Peas, qt	0 0	0 0	Currants, per qt.	0 0	0 0
Gooseberries, qt.	0 0	0 0	Apples, per bushel,	3 0	4 6
Plums, per quart,	0 2	0 2½	Sausages, per lb.,	0 0	0 8

GEORGE LEWIS, Market Clerk.

Flour and Meal Market.

Saturday, October 16, 1852.

FLOUR, per lb., - - - - - 23.
OATMEAL, per lb., - - - - - 2½d.

For Sal
WEST side of Cavendish Road, L
15 of which are cleared and fre
a good neighbourhood, between the flo
Glasgow and Cavendish. For further
Charlottetown, October 18, 1852.

STOVES, STOVE
JUST RECEIVED from BOSTON
large assortment of
STOVES
consisting of—best kinds Cooking, viz
tra Air Tight, Elevated Oven, New Y
Franklin, cast and sheet iron Air T
Churches, School Rooms, Parlours or
Franklin Grates, Hall, Floral Grate,
box STOVES.
ALSO—a few second-hand Coo
All of which will be sold at lower
in Charlottetown. As the Subscriber
an extensive Foundry, for a constant
he will sell at a small Commission.
Also on hand—a large asso
AMERICAN
Oct. 19, 1852 1m.

Just Rec
AND FOR SALE AT
1 Hogshead real Hollands
2 Casks BRANDY
20 Boxes SOAP
20 Cases Rotterdam GIN
10 Boxes London best Wa
Oct. 14, 1952. 3w.

STOVES, RA
THE largest variety of
Town are for Sale, at reduc
of
Oct. 15, 1852. 3w.

AMERICAN ME
Just landed, ex Mary A
500 PAIRS BOOTS, S
prising a large
Ladies' Rubber Boots and Shoes o
grained Boots, ditto thick Boots,
Boots, Boys' thick Boots, ditto
Youths' Brogans; Ladies' Kid Bus
Burning Fluid, Kossuth Hats, Pl
Bone Gig Whips, Cassimeres, mix
ings, Drilling, White and Striped Shi
dia Rubber Braces, Candle Wickin
India Rubber Coats, Oil Clothing;
Buckets, Apples, Onions, bags Ta
sold cheap for prompt payment.
—ALS
Just arrived, per Barque Sir A
ASSORTMENT OF BRIT
Consisting of Woollens, Cotton
&c., &c. Will be sold chea
PRODUCE.
WANTED IM
CASH,—Oats, Potatoes, Flour, O
or Sheep, in payment for Ou
October 12, 1852. 4

September
JUST received and for Sale by
Guiness's Dublin PORTER
Scotch ALE
Burning FLUID
Pale Seal Oil.
4i. 1. & R

WINTER
GENTLEMEN'S CLOTHES
Renovated at J. HOBB'
blishment, Charlottetown Royal
Orders left at Mr. J. WILLIAM
Oct. 11, 1852. 3i

SHIP B
50 BARRELS of *SH*
good quality.
A few doz. of MALAGA WI
few cases of GIN.
Charlottetown, October 1, 185

A Respectable elderly Wom
is desirous of a situati
work is not too heavy. She c
care of children, or assisting
household affairs. Wages
and comfortable place. Apply

Daguerrian R
GEORGE
BEGS to inform the Ladies
and the Island in gene
Boston, a general assortment in
and Fancy CASES, LOCKE
furnish LIKENESSES equal to
satisfied with their Pictures are
Ladies and Gentlemen are re
mine Specimens.
Rooms open from 9 a. m., to
July 6, 1852.

Farm on th
FOR SALE, the Lease
a FARM, five miles from
acres of Land, Thirty-five of
state for tillage, and there is
through it. For further partic
Charlottetown, May 11, 185

To
AND Possession given imm
LAR, corner of Queen a
Charlottetown, Sept. 2, 185

N
ALL Persons who are inde
Cross Roads, Belfast,
Note of Hand or Book Accou
amounts to Mr. JAMES M'
lawfully entitled to receive th
Charlottetown, Oct. 11, 18

Eligible Buil
FOR SALE Five eligible
yard of Mr. Richard
George Street, and 84 feet
Sale and plans of the Prop
HEATH HAVILAND, Esq.
Queen Square.
September 27, 1852.

WASH
A LARGE quantity of
SKINNER'S Drug S
Corner.
February 2, 1852.

Jo So
Commission Me
No. 7, SOUTH
SOLICITS consignments
and the public general
He will also undertake to
grants to Australia or Calif
berths, &c., and will person
charge beyond the passage