

Established 1823.

Charlottetown, P. E. Island, Wednesday, October 22, 1856.

New Series, No. 387.

RUSSIA.

The act of grace and amnesty granted by the Emperor on his coronation, appears to have been of a more creditable character than was at first supposed. After decreeing a medal to all persons who, in the civil or military service, took any part in the events of the late war, it specifies that special immunities are to be granted to those provinces of the empire which bore the brunt of the campaign, and next, that the entire country is to be exempted from every kind of recruiting or conscription for four years. Arrears of taxes, amounting to abou: \$20,000,000, are also to be remitted and the tax on passports to foreign parts to be abolished. Next, those criminals who have behaved well since their condemnation, are to be indulged with a cessation or a commutation of punishment, and finally all state prisoners are to have their lot alleviated, the majority being entirely restored to freedom, except that they are not to reside in Moscow or St. Petershung. These state prisoners, moreover, are to regain their rights of nobility, both as regards themselves and their legitimate heirs. The Jews throughout the empire are to be freed from the special burdens that their recruitment has hitherto imposed on them. Lastly, the children of the soldiers, seamen, &c., (cantonists,) born during the service period of their fathers, and who have hitherto belonged to the army, will be given up for the future to their parents, and may take upon themselves any condition they think fit.

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Stramshifts.—Though but eighteen years have elapsed since the first vessel wholly propelled by steam crossed the Atlantic, now there are fourteen lines of steamers, comprising forty-eight vessels, plying between Europe and the United States. Recently not less than fifteen arrivals of foreign steamers have taken place in a single month. Out of these forty-eight steamers, but twelve are of American construction. For nine years the British had the monopoly of the Atlantic steamships, before American enterprise undertook to compete with them. Four of our most valuable Atlantic steamers have been entirely lost; two having been driven ashore and broken up; a third was sunk by a collision, with nearly all on board; and a fourth, the noblest of the fleet, has never been heard from, but is supposed to have struck an iceburg. The foreign companies have lost, in all, four ships from their American lines. The value of these eight steamships is set down at \$3,537,000, exclusive of cargoes. On the California route there have been lost seven fine steamers, mostly on the Pacific coast, viz., the Independence, which sunk in the Pacific, with 120 lives, and the Tennessee and St. Louis—total wrecks. The San Francisco, valued at \$300,000, was lost in the Atlantic in the same year, with many valuable lives: the Yankee Blade in the year following, beside the ill-fated Rhode Island, and the North Carolina in the year 1855. It is estimated that one thousand four hundred and twenty lives, and \$7,930,000 in property, have been lost in steamships since the year 1853. In a pecuniary point of view the Atlantic steamers, it is said, have not been profitable to their stockholders.

Miss Dix.—Miss Dix has returned from Europe in

Dix .- Miss Dix has returned from Europe in Miss Dix.—Miss Dix has returned from Europe in the Baltic. During her absence she travelled exten-sively through Great Britain, and in nearly every coun-try of Europe, investigating the condition of the insane; and on many occasions was the means of carrying out measures of great importance for securing to the af-flicted the wisest and best system of management.

Believers.—Mr. James Ruthven of New York, not long before his death, recited slowly, emphatically, and with great weakness of voice, "He that believeth on the Son hath everlasting life; and he that believeth not on the Son shall not see life; but the wrath of God abideth on him." What a contrast!" said he, "there is none in the universe like it! What vast consequences hinge on the question!—Believers—I would like to see that word printed in capitals. How simple and capitals. How simple and easy is it; and yet how many refuse to believe, and perial! Unbelief is the only sin which the gospel does not meet. For this it has no cure. 'Ye will not come to me that ye might live.'"

"Well, the next is George Emmons. He's one of your pland-white men, you know, who look like cream-candy, as if the perial! Unbelief is the only sin which the gospel does not meet. For this it has no cure. 'Ye will not come to me that ye might live.'"

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A TALE OF THE GREAT DISMAL SWAMP.

Were good to eat. He's a lawyer, of a good family,—thought a good deal of, and all that. Well, really, they say he has talents—I'm no judge. I know he always bores me to death; asking me if I have read this or that—marking places in books that I never read. He's your sentimental sort—writes the most remantic notes on pink paper, and all that sort of thing."

"And the third?"

B TALE OF THE GRAY DISMAL SWAMP.

BY HARRIET BEKURES STOWE,

AFTON OF "COCK TON'S CARS."

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of Lathwood for ar out the Boom— 150 tons of square pwards.

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GINGS!

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ril 234, 1856.