not be duly commented up-
pressing my astonishment
f motion of the hon. gen-
n), I will tell him that had I
he Bill, I would have tried to
as by providing a Salary for
ould not, I admit, be found
stablish a Salary for the
for the Attorney General,
harges for work done in his
rnment or the public; but I
ch arrangements might be
to that office, as would en-
saving of public money—as,
tting of the printing of the
some other things which I

. The hon. gentleman who
rofesses to be astonished at
have made for throwing out
asons which I have given for
say that I am equally aston-
n change which has taken
on the subject of the Bill.
was under the consideration
of the whole House, no hon.
be less in love with the prin-
an the hon. member himself,
pleased to give me a lecture
regard of economy. On one
sed his desire that the Chair-
ithout reporting, and, thus,
enteel go-by, when his name
in opposition. On that oc-
ed his conviction, that, if the
t would be very doubtful, in-
ould effect any saving of the
o what singular coincidence
nion is to be ascribed, I am
liscover. The hon. gentleman
have his name coupled with
possible occasion. He deems
the only hon. member in the
ains the character of a tho-
I do not wish to disturb or
glorious aspirations in refer-
; but he will allow me to say,
been at all times as anxious
lic interests as he. When the
lic officer are about to be an-
view of saving a little money,
d, perhaps, in another way,
y call it economy; but, in my
er designation for such a pro-
e. He says, that, had he been
Bill, he would have tried to
of the Queen's Printer in its
, the Bill did, originally, in-
but the hon. member argued
ground of impracticability;
e to his views, in conjunction
rge majority of the House who
inion, the provision was with-
ing the present motion, I have
right common to us all; and, I
at, in doing so, I did not ex-
ed with the petulant and ill-
s of the hon. member, particu-
that I was only carrying out a
had, previously, been offered

I am not surprised that the
the Second District of King's
Mr. Whelan) votes against the
natural for him to do so. He
twigged himself.

being put on the motion of the
an, the House divided thereon:
Mr. Whelan and Mr. Fraser—2.
ark, Mr. Laird, Mr. Mooney,
Mr. Longworth, Hon. Mr. Jar-
Coles, Hon. Mr. Palmer, Mr.
cneill, Mr. Campion, Mr. Havi-
gomery, Hon. Mr. Pope, Hon.
Warburton—16.

n the negative.

being put on the main motion,
by the House.

the said Bill as amended be en-
at the title be, "An Act to esta-
s payable to the Attorney Gene-
or General, and Clerk of the
honotary, of Prince Edward Is-
public services."

TUESDAY, April 5.

HE CLERK OF THE CROWN
D PROTHONOTARY.

RS. The last evening, in the course
concerning the salary of the Pro-
was pointed out an evident discre-
the returns of his fees, as made by
elf, and the statements of them in
unts: the former being relied on
the latter being referred to by the
om Darnley (Mr. Clark) and other
as the ground work of their ave-
nded that the returns which were
House, by the Prothonotary, when
Bill was under consideration, ought
e; but those hon. members who
f a higher average than that shewn
n which I relied, referred to the
his emoluments in the public ac-
ted in the Journals. I have since
parative statement of the Proto-
for eight years, as set forth in his
turn thereof, and of what they ap-
the public accounts; and in that
a difference of upwards of £200.
ount for the discrepancy myself, I
Prothonotary, and asked him to be
xplain how it had arisen. He im-
it in hand; and, on overhauling
he found that it was solely attributa-
that, in his statements which ap-
blic accounts, the Judge's fees and
Crier of the Court are included with
rees, in the return of his fees, made
when the Civil List Bill was under
his returns embraced his own fees
this explanation of the discrepancy,
sider it due to the Prothonotary that
which was commented upon last
d not go forth to the public unex-
e comparative statement which was
House by the hon. gentleman is as

		Statement per Public Accounts.		
Crown.				
1	5	290	16	9
15	0	102	18	3
9	1	118	5	11
10	0	100	16	6
8	0	63	7	2
6	9	42	12	6
14	0	181	10	4
6	5	£734	8	[illegible]
		Difference,	244	[illegible]

as and the third time and passed,
ary of the Attorney General at £300,
ollector General at £100, and that of
f the Crown and Prothonotary at
nnum; but, finally, in consequence of
estions of the Legislative Council on
bolition of this Attorney General and
f the Crown and Prothonotary, the
e first of these officers was fixed at
hat of the other at £100, per annum.

R. B. Lavine, Reporter.

ATMOSPHERIC POST.

(Correspondence of the New York Tribune.)

An "Atmospheric Telegraph," as it is queerly misnamed, is now on exhibition in one of the lobby rooms of the Merchants' Exchange. Mr. Richardson appears to be an intelligent, laborious, and persevering man, and to offer something to the public which promises to be generally beneficial. His invention, if indeed it is his, which I am not qualified to decide, is merely a modification of the atmospheric railway, which, at one time, promised much. The change is this, instead of propelling by atmospheric pressure a train of cars over a long tube, the mail bag is to be propelled through it For this latter service the atmospheric traction is undoubtedly adequate, as will be plain to any one who will carefully consider its nature.

Let me explain a little for the benefit of your readers who are *not* engineers. Suppose that a cylindrical pump 36 inches in diameter, with a 48 inch stroke, be connected with a pipe 12 inches in diameter and 36 feet long. The capacities of the pipe and the cylinder will be equal. If the piston then be raised from the bottom of the cylinder to the top, the air in the pipe will have to expand to double its space to fill both the pipe and the cylinder, and while the pressure without is a whole atmosphere, or 15 lbs. to the square inch, the reaction within is only half an atmosphere, or 7½ lbs. As the pipe is nearly level, the resistance from friction is nearly all that has to be overcome by the propulsion, and consequently a mail of 20,000 half-ounce letters would be propelled by such a force acting constantly, with enormous velocity. It would, in fact, be shot forward a hundred miles in a very few minutes, and then, the aerial equilibrium being restored, a resistance would commence, which would gradually destroy its momentum. If, instead of one pump, many should be employed at once in exhausting the supposed 200 miles of pipe, it is plain that the work might be done in a single hour or less. One hundred horse power of steam, acting at different points, would undoubtedly be able in an hour to produce a propelling force approaching much nearer to a whole atmosphere, leaving, indeed, only air enough in the pipe to answer the important purpose of a reacting spring or cushion at the remote end, so as to prevent the mail from being shattered or reduced to a homogeneous pulp by a too sudden arrival.

So far as the mail itself is concerned, it will probably cost less tractive force to drag it bodily through a pipe of pretty smooth bore, than to drag it with its proportion of locomotive apparatus over a railroad. The amount of horse-power which would, in a given time, drag it hence to New-York, would in the same time exhaust a pipe of sufficient bore to enable atmospheric pressure to put it through in ten or fifteen minutes. Multiplying the horse-power applied to the exhaustion will reduce the time consumed in the same proportion. And in this way we may have hourly mails, or half-hourly, with no greater expense for carrying them than at present. As to the wear and tear, that is another matter. The friction on the bags might be a little more serious than at present, yet I think this difficulty may be reduced to a trifle. As the load is constantly in contact with cold pipe, the heat from the friction will be absorbed nearly as fast as it is generated, and there is little danger that the mail will take fire.

The apparatus, on a small scale, which Mr. Richardson shows at the Exchange, is very ingeniously constructed, and works prettily. But, of course, no model so diminutive can demonstrate the feasibility of the operation, in large. Neither does an experiment of a mile of pipe, three inches in diameter, which was successfully put in operation on the line of the Providence Railroad, amount to a demonstration. These experiments, however, show the nature of the force; how the aerial team is to be harnessed, and what are its good points for the mail service.

Practical difficulties will doubtless be encountered when a grand mail tube (for which subscription books are to be opened directly) comes to be laid down between this village and your metropolis, but as a correspondent, I have a presentiment that I shall live to send my hasty scrawls through it, and that *The Tribune* containing them will be received and be circulating in Boston in less than an hour from the press.

Whether the General Government, which always has to be impelled and propelled with "sharp sticks" for a long time before it will adopt the most obvious improvement, will patronize the new rapidity, or put a veto on its use for private mails, is another question to be settled. If the physical success of the large experiment should answer confident expectations, it will follow of course, in time, that the federal Post Office must adopt it for all important routes, or break down before private competitions. The next step will be to enquire, whether *persons* as well as *papers* shall be pulled through this new channel of locomotion. The physical properties of air are such, I refer particularly to its admirable mobility and elasticity, that it is not impossible to make arrangements by which a living editor or reporter, having been suitably *cocooned* in New-York, after his evening "*edishin*" has been put to press, may open his eyes the next morning to the rising sun in San Francisco, alive and kicking.

A MILITARY officer, one day, while reviewing his company, happened to be thrown from his horse—and, as he lay sprawling upon the ground, said to a friend, who ran to his assistance: "I thought I had improved in horsemanship, *but I find I have fallen off!*"

ONE OF COOK'S VOYAGES.—From Turkey to *Spithead*.

LATEST INTELLIGENCE.

ENGLAND.

In the House of Lords, the Earl of Malmesbury took occasion to ask in what state the negotiations were with the United States on the subject of the Colonial Fisheries; also, whether, as the fishing season is about to commence, it is the intention of the present British Government to protect the inshore fisheries on the same footing as had been done by the late Government.

To this the Earl of Clarendon replied, that the question must be regarded as now under negotiation; he would not disclose particulars which might be prejudicial to the public service, but the House might be certain that Mr. Crampton would lose no opportunity of pressing the subject on the attention of the U. S. Government, and bringing it to a conclusion alike honorable and satisfactory. As to the protection of the fisheries, he was able to state that precisely the same course would be pursued this season as last, and that Admiral Seymour would again command on the North American Station. Earl Derby hoped, that if the pending negotiations should give to the United States the right of fishery on the coast of Nova Scotia, the treaty would secure to Nova Scotia permission to import her coal into the United States.

UNITED STATES.

NEW YORK, May 6.—The Clipper ship Sovereign of the Seas, from Honolulu Feb. 15, has arrived. Her passage has occupied about 79 days She ran from Honolulu to Cape Horn, 8634 miles in 37 days; in 26 of those days consecutively the ship run 6489, and one of those days was distinguished by an extraordinary run of 439 miles. This is the greatest sailing ever recorded, the nearest approach to it being that of the Flying Cloud, which ran in 26 consecutive days an average of 227 miles per day, while the daily average of the Sovereign of the Seas for the same time was 249 4-13 miles, or 22 miles a day more than the Flying Cloud.

The steamer El Dorado arrived at New York on Sunday last, with 300 passengers and California dates to the 9th of April.

Another attempt was made on the night of 8th to fire the city.

Advices from Sacramento state that nearly all the gardens and ranches on the river below the city, were more or less injured by the overflow, and the crops on many of them ruined.

A report from Humboldt Bay states, that 16 of the 18 men who were exploring the road from Paragon bay to Rogue river valley, had been murdered by the Indians.

News from the mining regions continue to be satisfactory.

A violent three days' storm had occurred at Calaveras and Sonora, unroofing houses and doing other damage.

Nearly the entire business part of Gorgona, was destroyed by fire on the 26th April, including three American hotels, with their contents.

A fire occurred at Valparaiso on the 24th of March, destroying property to the amount of $4,000,000.

ONE WEEK LATER FROM CALIFORNIA.—The steamer Daniel Webster arrived at New Orleans on Monday, with dates from California to April 16.

The steamer Jenny Lind exploded near San Francisco, when 50 or 60 passengers were terribly scalded, 20 of whom have since died, including seven children and one entire family.

THE CALORIC ENGINE.—The Caloric engine which Capt. Ericsson has just completed for the office of the *New York Evening Post*, is to be forwarded to France in the Humboldt, in order to save a forfeiture of the patent; the law of that country requiring that a working model of the machinery patented shall be in operation within a given time. The limit not allowing sufficient time to build another engine renders the forwarding of this one imperative. The proprietors of the *Post* consent to this arrangement, hoping to be supplied with another engine of the same kind in the course of a few weeks.

The Ericsson will be ready for sea by the 1st of July, when her wrought iron cylinder-bottoms shall have been put in, and proceed directly to London.

GOLD IN TEXAS.—The discovery of gold in Texas—in Hamilton Valley, on the Colorado—seems to be a reality. The last accounts from the mines are quite exciting. According to a telegraphic despatch from New Orleans, containing news from Galveston to April 3d the tide of emigration was setting strongly towards the mines, 400 persons were already there, averaging from $5 to $10 a day each, some having realized from $1500 to $2000 each. The farmers around were leaving their crops and starting for the mines.—Merchants were also sending forward large amounts of goods. The soil for 100 miles around had been examined, and was found to contain gold desposits in every direction, equally as rich as those in California. People in all parts of the State were wild with excitement.

THE BURNING OF THE OCEAN WAVE.—*The Ogdensburgh Sentinel Extra* of May 1, publishes the following account of the terrible calamity on Lake Ontario.

The Ocean Wave took fire from her furnaces, on her downward trip from Hamilton, when off "The Ducks," about forty miles above Kingston, between 1 and 2 o'clock on Saturday morning. When the fire was first discovered, the boat was about one and a half miles from shore, and was immediately headed for land, but the heat became so intense that the machinery gave out, and the vessel drifted to sea. The upper cabin was consumed in about fifteen minutes, and in about two hours the hull went down.

The Ocean Wave had on board 14 cabin and 9 deck passengers, besides 4 children and the crew, who swelled the total number to about 50, 22 of whom were saved.

NEW BRUNSWICK.

We regret to state that His Excellency the Lieut. Governor had three of his ribs broken on Saturday last, by being thrown from his horse, which was attacked by a vicious dog.—His Excellency is going on very favorably, and although the injury is a painful one, it is hoped that it will not be of a serious nature.—*New Brunswicker.*

THE YANKEES AND THE FISHERIES.—The Eastport correspondent of the Boston *Traveller* thus discourses:—

"The fishing season has commenced favourably, and Jonathan with his wonted boldness and sagacity seems determined to circumvent John Bull, and have a share from his fish pond. So to avoid too great a risk, he makes a nominal transfer of his vessel to some avaricious traitor, over the line, takes out papers in John's name, and then fishes under his flag, just where he pleases. You don't find a Yankee napping along this coast, when such an offer presents."

We believe there is no doubt that such rascally conduct, as is above mentioned, actually took place last year; but if Jonathan tries such tricks this season, he will find that a law has been enacted which will confiscate his vessel, and place him and his confederates in a stone-building where their stay may be prolonged over many fishing seasons. The Bluenoses are not as slow as Jonathan supposes.—*New Brunswicker.*

We learn from the Toronto *Patriot*, that a new barque called the Cherokee, of 361 tons, is now loading at that port for Liverpool. She is the first vessel which ever loaded there for England direct, and a good deal of excitement has been caused at Toronto by the novel sight. The Cherokee will carry 3,870 barrels of flour, and is to get 6s. currency per barrel freight.—When loaded, she will descend the St. Lawrence, and proceed on her voyage.—*N. B.*

HASZARD'S GAZETTE.

Saturday, May 21, 1853.

We had a Colonial and United States Mail by Steamer *Rose*, on Thursday, with dates from California up to the 16th April. We have accounts of another disaster by fire on Lake Ontario, with the loss of 28 lives.

ATMOSPHERIC TELEGRAPH.

A Patent recently taken out for the speedy transmission of letters and small parcels, by Mr. Richardson, in Boston, U. S., is attracting the notice of the scientific. From the descriptions we have seen of it, we can easy conceive the practicability of such a plan for postal communication, and our wonder is, that it has not sooner been attempted, since the projectors of the Atmospheric Railway demonstrated the principle on which it might be worked, and the adaptation proposed would not require as complicated arrangements.

The advantages of it are estimated to be far beyond even those of the Electric Telegraph, which in some measure, and in some situations, it will supersede. The communication is calculated to be of very great velocity, say from 100 to 200 miles an hour, and instead of carrying a few messages in that space of time, the whole correspondence of the district will be forwarded. We feel particular interest in this undertaking, and have looked for details of its cost with some degree of anxiety, believing, that if it should turn out satisfactory, it will be of more value to us, in our insular position than any other invention, since the era of the Steam Engine.

Hearing more or less every winter of the sufferings endured by the Mail Couriers, and sustaining much inconvenience from the delay of correspondence; we have often hoped that some invention might be brought to bear, to enable us to effect a more speedy, safe, and certain communication. We have looked to the modern improvements in Ballooning, but have as yet seen nothing practical to lay hold of, and even if we should do so, the storms and commotions of the external atmosphere would have to be contended with. But here in the Atmospheric Telegraph we shall find the desideratum, and which if once, really set at work could be depended on in all weathers.

A full description of the *modus operandi*, will be found in another column, and we have further learned that the company, now forming, propose to lay down a tube 2 feet in diameter, between Boston and New York, for the purpose of carrying all kinds of small parcels, such as are usually carried by expressmen, and that they expect to deliver them in less than an hour from the time they shall be deposited in the Company's office. If a sufficient amount of business is offered, it is estimated that the actual cost of transportation will not be more than half that of any other method, while the speed will be increased twenty fold. The line need not be straight, but may be slightly curved so as to follow the face of the ground, or underlie the channel of rivers, so that there will be no difficulty in its lying on the bottom of the Straight of Northumberland, if it can be placed there; and this we think will be feasible enough. The cost of a tube 2 feet in diameter and laying it down on the land is estimated at £400 stg. a mile; one of a foot diameter, ought not to cost more, laid down in the Straight and if so, the whole cost of the tubing for that purpose would not exceed £4000 stg. This would require two Steam Engines of 10 horse power each and two air pumps to exhaust the air, in addition; the other expences would be but trifling. We will return to this subject as soon as we are able to acquire further information.

We are sorry to learn that the British Government have determined to remove the troops from this Island before the winter sets in, and that they have decided also, to divest us of our military station. The Barracks, Battery and Block-house, have recently been valued, with the view of disposing them to the Local Government of the Island, or if it be not willing to purchase, the land will be offered to private Individuals.

QUICK PASSAGE FROM CALIFORNIA.—A young man belonging to Three Rivers, arrived in the *Isabella*, Capt. Turnbull, from Boston, yesterday, who had only left San Francisco 33 days before. The Isabella left Boston on Sunday last.

☞ The name of Daniel Hodgson, Esq., was inadvertently omitted in the list of the Directors of the Charlottetown Gas Company, published in our Paper this day week.

STEAM MILL BURNT AT HALIFAX.—The Richmond Steam Saw Mills were burnt down on the 14th inst. together with two dwellings of the workmen alongside. These mills were owned by the Messers. Starr and Williams and gave employment to a large number people. There was no insurance.

☞ The Steamer *Fairy Queen* left St. John, N. B. on Tuesday last for Charlottetown.

Passengers.

In the Clipper packet "H. Ingram" from Summerside to Shediac on the 13th instant—Messrs. John Jury, Archd. M'Arthur, Francis Anous; Miss Amelia Irving, Neil M'Dougald, Eustache Melanson, Mrs. Lanaigan, Mrs. D. Sollike, Mr. Donald M'Donald, and 5 in the steerage.

In do. from do. on the 16th instant—Messrs. John Dewar, James A. Davison, Thomas Bagnell, Abraham M'Leod, Alex. M'Leod, Richard Sage, John Sage, George Thomas, and 2 in the steerage.

In the Steamer *Rose* from Pictou, on Thursday, the 19th instant.—Rev. J. Murray, Rev. W. Snodgrass; Messrs. John Lee, Chas. Connell, Philip Lester.

Ship News.

Liverpool May 29, the Sea Nymph nearly loaded for Prince Edward Island, took fire in the fore hold. The fire was extinguished in about an hour, after throwing a quantity of water into the vessel. Part of the cargo will be discharged to ascertain the damage.—*Palmer's Times.*

[The Sea Nymph is owned by James Peake, Esq.]—ED.

Port of Charlottetown.

ARRIVED.

May 19, Schr. William, Nelson, Bay Verte.—Steamer Rose, Pictou.—Schr. Sunflower, do.; coal.—Precilla, Quebec; flour, &c.—Am. Schr. Banner, Crapand, for Salem.—Dove, Robertson, Pictou; coal.

20, Isabella, Turnbull, Boston; 4 days gen. cargo.—Charlotte, Leklang, St. John, N. B.; goods and salt.

[The Isabella left at Boston, the Schr. Mary Ann, Anderson, of this Port discharging.

SAILED.

May 19, Schr. Vine, Campell, Pictou; passengers.

20, Steamer Rose, Pictou.—William, Nelson, Bay Verte.

Died,

On Saturday Morning last, of Whooping Cough, Joseph, aged 14 months, and on Sunday morning, Francis, aged 7 years—children of William Wann, of this Town.

OLD STAND.

Livery Stables, King's Square.

THE Subscriber tender his thanks to his customers and the public in general for all past favours, and begs particularly to intimate, that he still continues to carry on the *LIVERY STABLE* business, and trust he has now on hand good *HORSES* and *CARRIAGES* of every description, (not inferior to any now offered to the public) to hire at the shortest notice, and on liberal terms.

MARK BUTCHER.

May 20. (All papers 2m.)

HARPER'S MAGAZINE.

THE MAY Number closes the Third Year and the Sixth Volume of HARPER'S NEW MONTHLY MAGAZINE. It has now reached a monthly edition of ONE HUNDRED AND EIGHTEEN THOUSAND COPIES: and the demand for it is still increasing with greater rapidity than ever. This unparalleled and unexpected success has compelled the Publishers to resort to extraordinary means for printing the work with the requisite rapidity, and at the same time preserving the typographical elegance by which it has always been distinguished. It is now *Electrotyped* by a new process, which makes it easy to print any number of copies from the same plates, without in the least impairing the clearness and beauty of the impression. The publishers desire to repeat their cordial acknowledgments to the Press and the Public for the extraordinary favour which has thus far attended their efforts to interest and instruct the great body of the American people; and to renew their assurances that every possible effort will be made to increase still further the claims of their Magazine upon public favor and support. It will continue to present, at the cheapest price, the most interesting and instructive literary matter, original and selected, domestic and foreign, in the most elegant and convenient style, and accompanied by the finest pictorial illustrations, which a lavish expenditure of money can command. They appeal with confidence to the past, as a guarantee that their promises for the future will be abundantly fulfilled.

Each Number of the Magazine will contain 144 octavo pages, in double columns; each year thus comprising nearly two thousand pages of the choicest Miscellaneous Literature of the day. Every Number will contain numerous Pictorial Illustrations, accurate Plates of the Fashions, a copious Chronicle of Current Events, and impartial Notices of the important Books of the Month. The Volumes commence with the Numbers for JUNE and DECEMBER; but Subscriptions may commence with any Number.

TERMS.—The Magazine may be obtained of Booksellers, Periodical Agents, or from the Publishers at THREE DOLLARS a year, or TWENTY-FIVE CENTS a Number. The Semi-annual Volumes, as completed, neatly bound in Cloth, are sold at Two Dollars each, and Muslin Covers are furnished to those who wish to have their back Numbers uniformly bound, at Twenty-five Cents each. Six Volumes are now ready, bound.

Specimens can be seen and subscriptions received at GEORGE T. HASZARD'S Bookstore.

Extra Superfine Flour, &c., &c.

THE Subscriber is now landing from the Schr. *Charlotte*,

300 Barrels Extra Superfine Canada FLOUR, of Brampton Mills, brand warranted to bakers and private families—a very superior article (duty free)—therefore low priced.

—ALSO,—

50 Boxes New Brunswick best SOAP,
50 do. do Choice CANDLES,
300 Bushels Turk's Island SALT.

The Soap and Candles being a rare imported article, and warranted of prime quality—his friends are requested to make a trial.

JAMES N. HARRIS.

Charlottetown, May 20, 1853. 3wn35

SPRING GOODS.

Per *Lucy Alice*, from Boston, a choice SUPPLY of Gentlemen's summer HATS, including Leghorn, Tuskan, Florance, Palm, Kossuth, &c.; Light BOOTS, Fancy Donnings; Boy's BOOTS and BROGANS in great variety; a good assortment of Light CLOTHES, cotton, woolen and mixtures; Drillings, Jeans and Nankeens for boy's and men's summer wear; Palm-Leaf Fans. A variety of GLASSWARE, including Fluid Lamps, Tumblers, Fruit and Preserve Dishes, Plates, Sugar Bowls, Cream Jugs, Castors, heavy Salts, Lanterns, &c., Fresh Oranges' drums and baskets Figs; Picnic, Soda, Sugar, and Butter Crackers, Ground Coffee, Vinegar, Burning Fluid, fine smoking Tobacco, Sole Leather, superior Axes, Shovels, Spades, Hoes, Rakes, Scythe Sneaths, manure and hay Forks, Looking Glasses, wood and cane seat Chairs,, One Bale seamless BAGS.

The above GOODS are suitable for the season, and marked at a low figure for ready cash.

GEORGE BEER, Jun.

Charlottetown, May 19, 1853.

N. B. Daily expected, a Large SUPPLY of BRITISH GOODS.

CEDAR SHINGLES.

JUST RECEIVED per Schr. *Betsey*, from Bathurst, 200 thousand Cedar Shingles of best quality.

JAMES N. HARRIS.

May 18, 1853. 2i

NOTICE.

PERSONS desirous of securing SITTINGS in the *Baptist Meeting House*, Charlottetown, are requested to attend at the Chapel on *MONDAY*, the 23d inst., at 12 o'clock, when the PEWS will be disposed of at Auction. A credit of three years will be given, if required, upon paying an annual rent, equal o the interest of the purchase money.

May 14.

ADMINISTRATION NOTICE.

ALL persons having claims against the Estate of the late LAWRENCE WILLIAM GALL, Esq. of Charlottetown, deceased, are requested to furnish the same to the subscriber for settlement—and all persons indebted to the said Estate are requested to make immediate payment.

LOUISA GALL, Administratrix.

Charlottetown, March 31st, 1853.

Ship's Paint.

THE Subscriber has on hand a lot of PETRA METALIC PAINT, which has been proved to be a superior article for

SHIPS AND HOUSE ROOFS.

It will be sold low for cash by the Cask or otherwise.

E. L. LYDIARD.

April 29. 3m21

AUCTION.

BY H. W. LOBBAN,

ON MONDAY the 30th inst., at the residence of ROBERT BOOTH, Esquire, the whole of that Gentleman's *HOUSEHOLD FURNITURE.* For particulars see Handbills. Sale to commence at 11 o'clock.

Mr. BOOTH requests any person who may have an account against him to furnish the same immediately, for adjustment and payment.

May 18, 1853. 1i.

Charlottetown HORTICULTURAL

THE Spring Exhibition of *FLOWERS & VEGETABLES*, takes place at the Temperance Hall on WEDNESDAY, the 25th inst. Intending competitors must send the articles to be exhibited to the Hall before 11 o'clock, a. m. Doors to be opened at half-past 2.

Price of admission 9d. Tickets to be had at Mr. G. T. HASZARD'S and Mr. STAMPER'S Book Stores, and at Mr. W. R. WATSON, Druggist.

JOHN LAWSON, Sec'y.

May 17, 1853.

To Tenants on part of Townships, Nos. 34, 51, and 59.

TAKE NOTICE—That I have appointed WILLIAM DOUSE, Esq., of Charlottetown, Prince Edward Island, by power of Attorney, to take charge of and manage my Estate in that Colony; and I hereby request all persons indebted to me, for Rents or otherwise, to pay him without delay, to prevent having recourse to legal proceedings for its recovery.

JAMES MONTGOMERY, Proprietor.

Lillington, England, March 28th, 1853.

☞ ALL persons indebted to the said Estate are notified to discharge the several amounts due forthwith, and those who may be found trespassing on any lands the property of JAMES MONTGOMERY, Esq., wil be prosecuted according to LAW.

WILLIAM DOUSE.

May 14, 1853. n353i

CARD.

GEO. P. TANTON'S DAGUERIEN GALLERY, Great George Street, opposite Mr. J. R. Watt's, where Likenesses are taken by the most improved Northern Sky-light—the only light that can produce a good picture.

A good assortment of Lockets, Frames, and plain and fancy Cases kept constantly on hand.

Rooms open from 9 a. m. to 4 p. m.

Morning light is most preferable for rapid process, such as children, &c.

May 14. 3m.

PEOPLE'S PACKET!

THE well-known and highly appreciated clipper Schooner

"*H. INGRAM*,"

THOMAS LUNN, Commander, will ply regularly, as *THE PEOPLE'S PACKET*, between BEDEQUE and SHEDIAC, until the 1st July next,—when, it is expected, *a much superior mode of conveyance will be provided*,—and will leave Charlottetown for the Station on Thursday next, the 28th inst.—For FREIGHT or PASSAGE, please apply to the Master, on board.

God save the Queen!

Charlottetown, 23d April, 1853. 1mn27

WANTED immediately, by the Subscriber, a FARMING MAN who thoroughly understands the routine of farming labour.

Wm. SWABEY, Mount Stewart.

Wanted Immediately.

A KILN-MAN for drying Grain. Also, a person to attend a Carding Machine, and Pearling Mill. For particulars enquire at Belmont.

B. E. WRIGHT.

May 11, 1853.

NOTICE.

THE Tenants on Townships Numbers Sixteen and Twenty-two, in this Island, the property of The Right Honourable, Laurence Sulivan, are hereby required to make immediate payment of all arrears of rent due by them, otherwise proceedings will be instituted for the recovery thereof.

WILLIAM FORGAN.

12th April, 1853.

Charlottetown Regatta Club.

THE CHARLOTTETOWN REGATTA will take place on Tuesday, 23d AUGUST.

Particulars made known in future advertisement.

By order of the Club,

CHARLES STEWART, Secretary.

May 13, 1853.

CEDAR SHINGLES.

350 M. *CEDAR SHINGLES*, for Sale by

JA[illegible]

May 11, 1853.

BOATS.

THE Subscriber having been for several years employed in building Ship, Fishing, and Pleasure BOATS of all kinds, begs leave to return thanks for the generous support he has hitherto experienced in that line, and to notify his friends and the public at large, that he is making preparations for a larger and more extended business, and that, for the purpose of accommodating persons who may favor him with Orders, the following gentlemen have kindly consented to act as his Agents:—

Captain MATHESWSON, of the Steamer 'Rose.'
Mr. G. T. HASZARD, Charlottetown.
Captain HUBBARD, Tignish.
Mr. WM. M'EWEN, Innkeeper, Summerside.
NICHOLAS CONROY, Esq., Kildare.

Boats of any description, dimensions or build (whether Clinker or Carvel), delivered in Charlottetown, or elsewhere, with promptitude. Workmanship and materials warranted of the best description. Produce or cattle will be taken in payment, if desired.

CHARLES M'QUARRIE.

De Sable, April 19, 1853.

☞ A handy LAD, of about 14 or 15 years of age, may find employment by application as above.

JUNIPER POSTS.

FOR SALE, by the Subscriber, 500 *JUNIPER POSTS.*

H. HASZARD.

Charlottetown, April 27, 1853.

FARM TO BE SOLD.

THE Leasehold interest of 100 acres of LAND, 70 of which are under cultivation, together with a large House and suitable Out-buildings. It is held under lease for 999 years, at 1s. per acre. This Farm known by the *Croglin Farm* is four and a half miles from Town, on the Brackely Point Road, and needs no further description.

Possession can be given immediately.

For particulars enquire at Mr. JOHN HENDERSON'S.

WILLIAM HENDERSON, Sole Administrator.

Brackley Point Road, May 5. tf.

A CARD.

THE Subscriber begs leave to intimate that he has commenced the business of

COMMISSION MERCHANT AND AUCTIONEER,

in the Store lately occupied by F. P. NORTON, Esq., Queen Street, and trusts by promptness and punctuality to give satisfaction to those who may favour him with their support.

JAMES MORRIS.

Charlottetown, April 1, 1853.