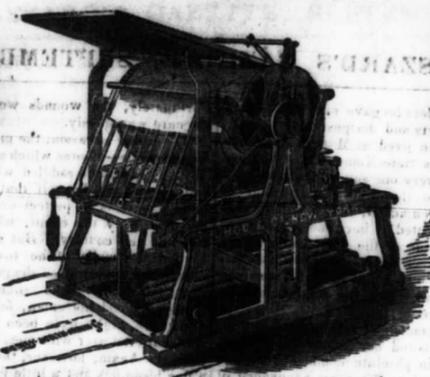


HASZARD'S

FARMERS' COMMERCIAL

PUBLISHED ON EVERY



GAZETTE

JOURNAL & ADVERTISER.

WEDNESDAY & SATURDAY.

Established 1823.

Charlottetown, P. E. Island, Saturday, September 22, 1855.

New Series. No. 276.

New York, September 5.

RETURN OF THE JAMES ADJER.—The steamship James Adjer, Capt. S. C. Turner, arrived in this port at noon to-day on her return from the expedition of the New York, Newfoundland and Telegraph Company to lay the submarine cable between the islands of Newfoundland and Cape Breton. She brings fifty-eight passengers, consisting of the officers of the Company, their guests, and a number of telegraphic operators.

The James Adjer left here on the 7th of August, and has been absent 29 days. On her passage out, she arrived at Halifax on the 10th, left there the same evening and proceeded to Port-aux-Basques, at the north-west corner of Newfoundland. Upon her arrival, on the 12th, not finding the bark Sarah L. Bryant, which had been chartered in Liverpool to carry out the submarine cable, she left at once for St. John's, which she reached on Tuesday morning, Aug. 14. She remained at St. John's four days, during which time a dinner was given on board to the principal citizens of the place, who responded by a grand ball at the Colonial Building the following evening. The inhabitants of St. John's made every exertion to entertain the officers of the company and their guests, and their stay was taken up by a continued round of festivities.

The James Adjer returned to Port-aux-Basques on Monday morning, Aug. 20, and found that the Sarah L. Bryant, had arrived there on the preceding Wednesday, after a voyage of 48 days. The preparation for paying out the cable occupied two or three days, and advantage was taken of this delay to visit Cape North, in Cape Breton, and select a proper point for the termination of the submarine line.

The point of starting was also changed from Port-aux-Basques to Cape Ray Cove, where a very favorable spot was found for landing the end of the cable. A house was erected at this point, and the bark having been towed to the cove by the James Adjer, the end of the cable was safely brought ashore on the evening of the 23d.

The next day was foggy and unfavorable, but on Saturday morning, the 25th, the steamer took the bark in tow, and endeavored to proceed to sea. A violent north-west wind was blowing, and while the vessels were endeavouring to get into line, a serious collision took place, which seriously strained the cable. The attempt was then given up, but the bark soon afterward lost her anchor, and was drifting before the gale upon a reef of rocks, when she was obliged to cut the cable and set sail to save herself from wreck.

The cable was spliced on the following day, but as the junction was not found to be sufficiently strong, the two miles which had already been paid out were abandoned, and a new end hauled ashore and made fast. On the morning of Tuesday, the 29th, the weather was calm and propitious, and the steamer towed the bark to sea. Her progress was slow at first, and by night not more than twenty miles of the cable were laid.

Owing to a kink produced by uncoiling, it broke during the night, occasioning a delay of eight hours. The paying-out went on more rapidly next day, but a south-eastern gale arose towards evening and became so violent, that the safety of the bark was endangered. After all means of securing her were exhausted, and her situation was becoming more and more perilous, the cable was cut to save her.

All three of the insulated copper wires had already been broken by the violence of the strain. At the time this occurred 40 miles had been paid out, leaving 34 miles on board. The steamer was then about 30 miles distant from Cape North, the terminus of the submarine line. The British war-steamer Argus came up at the time and kindly offered her assistance.

The James Adjer, with the bark in tow, then proceeded to Sydney in Cape Breton, where she arrived on the afternoon of the 30th. Two days were spent in taking on board coals, water and provisions. The Sarah L. Bryant was left there, unloading the remainder of the cable.

The Adjer left Sydney on Sunday morning, the 2d, and has had a speedy and pleasant return voyage.

The New York Journal of Commerce, in speaking of the attempt of the New York, Newfoundland and London Telegraph Company to unite Europe and America by means of the Submarine Telegraph Company, says:

These united companies propose building a line from Halifax across the Island of Cape Breton to Cape North, thence across the Gulf of St. Lawrence to Cape Ray on the South-western shore of Newfoundland, thence along the Southern coast of the latter island to St. John's, on its eastern side, and there to connect with a great submarine cable having its terminus at Cork, Ireland; the distance across the ocean between those points not being more than 1080 miles. The land portion of the line is being rapidly built, while the submarine part of it between Cape Breton and Newfoundland, the Company are sanguine will be completed next year. Along this proposed route from Cork to St. John's, the bottom of the sea is a plateau or ridge, as discovered by Lieut. Murray in 1853, which, from its apparent purpose of holding the wires of a submarine telegraph, has been called the Telegraph Plateau. It is about 70 fathoms deep, gradually increasing in depth from the shores of Newfoundland to near those of Ireland, and some two or three miles in width.

St. John's is about two days nearer England than Halifax, and contains equal facilities for coaling large steamers. A dangerous rock, called the Merlin rock, at the narrow entrance to the harbour, 18 feet below the surface of low water, has just been successfully removed by the orders and at the expense of the New York, Newfoundland and London Telegraph Company, under the supervision of Mr. Husted of New York; so that now the largest steamers in the world can with safety pass in and out of that land-locked harbour. The company have now in process of erection commodious wharf accommodations, and such other conveniences, as will secure to the Oceanic steamers all that is necessary for their success.

Although the zeal and perseverance of this Company have been seriously tried by the failure of their first attempt to connect Cape Breton with Newfoundland, and by the severe loss to which they have been subjected thereby, yet they are not at all discouraged, but will be ready at the earliest practicable moment, to try again. They were fully aware at the outset, that serious obstacles were to be overcome, before their object would be accomplished. They had bought out the charter of an old company, which had failed in its project of uniting the shores, though partially successful in building the line. They had the opportunity

of profiting by the previous experience of that old Company, in laying the submarine cable which connects New Brunswick with Prince Edward's Island,—a distance of about ten miles. They also brought to their work the experience of a gentleman engaged in laying the cable which connects Genoa with Corsica,—a distance of 95 miles. They had the counsel and advice of those who have had the charge of laying the wires across the British Channel, the Black Sea, and elsewhere. Still, in this enterprise, they have been unsuccessful. They have, however, learned a lesson from which they can derive much profit. They have seen the mistaken economy of employing a sailing vessel in tow of a large steamer, rather than one single steamer of sufficient strength and capacity to carry the cable and to pay it out from her own hold. They have also seen the importance of commencing their operations earlier in the season, and of having the management of their steamer in the control of one man, nautically and mechanically skilled, who is thoroughly and experimentally acquainted with all the coast, the sea-soundings, the oceanic and tidal currents, and the winds prevalent at a given season of the year.

If they have learned this lesson, it may not have been too dearly bought at an expense of \$30,000.

FOR SALE

THAT beautifully situated farm at Darnley, known as the Subscriber's, it contains 100 acres of land in a high state of cultivation; it is a leasehold for 999 years, the yearly rent is £5 11s 1d, currency, there are on the premises a large two-story dwelling house, a large and convenient barn, with a Threshing Mill, and an out-house for a Granary.

Also,—A small farm, containing 24 acres of freehold land, situate in Princetown Royalty, within a few chains of the Darnley Bridge; the above mentioned properties are well worth the attention of persons wishing to purchase. For further particulars enquire of

WM. E. CLARK.

Charlottetown, 12th September, 1855. wix

Valuable Freehold Property For Sale.

THE Proprietor offers for sale that valuable and well known Property GOWAN BRAS, delightfully and elegantly situated at the head of Souris River in King's County, Prince Edward Island, commanding a view of Colville Bay and the Gulf. The property consists of One Thousand Acres of superior Land; the Home-stead, on which the owner resides, contains Two Hundred Acres, of which between 40 and 50 Acres are in a high state of cultivation, and divided into five-acre fields, substantially fenced. The Dwelling House is 45 feet long by 30 wide, and most conveniently planned, the lower floor contains Drawing Room, Dining Room, two Bedrooms, Nursery, large and small Hall, and commodious Kitchen and Pantry. The upper Floor contains a Hall, two Bedrooms, Servant's room, and large Store room. Cellar, the full size of the House, walled with stone, and partitioned off in to three apartments.

A FLOWER GARDEN in front of the House, enclosed with black thorn hedge and planted with ornamental Trees.

The Barn is 73 feet long by 26 feet, double boarded and barked, and conveniently laid off as a Horse Stable, with five stalls; a spacious Cow Stable with collar under both, for collecting Manure, a large Coach House and room as Workshop or Granary; a spacious loft the full length of the Barn, and Threshing Mill attached. A Well of the purest water at the door, which, with the Dairy, are under one roof. A Building 45 feet long used as Sheep, Pig and Sleigh House, a large and productive Kitchen Garden, enclosed with three fence and planted with Fruit Trees. The whole of the back Land is of excellent quality, well wooded and watered, and laid off in 50 acre Lots, a part of which is let at One shilling, currency per acre.

The property is situated in the immediate neighborhood of Grist and Saw Mills, fronting on the high road to East Point, distant from Charlottetown about 50 Miles. Part of the purchase money may remain on security on the property. For further particulars apply to the owner, on the premises. JOHN MACGOWAN. Souris, July 24, 1855.

WANTED,

FOR Middle District School, Brackley Point Road, a COMPETENT TEACHER to whom a liberal allowance will be given by the Trustees of the said School!

By order of the Trustees.

CHARLES STEWART.

Brackley Point Road, September 15th, 1855.

Valuable Farm for Sale.

An excellent Farm, consisting of 75 acres of Freehold Land on the Emv Vale Road, Lot 65, twelve miles from Charlottetown, (forty acres of which are clear), with a large DWELLING HOUSE newly erected and completely finished, is now offered for Sale, with immediate possession. For particulars, apply to,

JOHN KENNY, Central Academy.

May 28, 1855. Isl. Ex.

TO LET with immediate possession, the southeast end of the House recently built on the corner of Great George and Kent Streets, and next to that occupied by Messrs. Gahan & Co.

The cellar is 24 feet by 50, has a substantial wall, is over 7 feet deep and is perfectly dry. There is on the first floor a shop 20 feet in front and 30 feet in depth; also a front Entrance, a Hall in rear of the shop and two other apartments. There are on the second floor one room 24 feet by 15, one 20 feet by 15 and two about 11 feet by 12, and the third floor nearly corresponds with the second. There are three rooms on the fourth floor and a fine view of the Harbour, the Rivers and the Country round, there is also attached to the premises a new Ware-house and it is one of the best stands in this City for Mercantile or any other business. Further information may be obtained by applying to

THOMAS DAWSON.

July 14th, 1855.

CLOTHING

At a great Reduction in Prices.

CHARLES BELL.

OFFERS for Sale his STOCK of READY MADE CLOTHING, Hats, Caps and Furnishing GOODS, at a great reduction in price, as his determination is to clear off his present Stock irrespective of profits.

The STOCK as usual consists of the best and most extensive assortment of Men's Wearing Apparel to be found in the City, and as every care has been taken to get the Clothing made up in a substantial manner, purchasers can rely on getting a good article at a low price.

CHARLES BELL.

Opposite the Market, Charlottetown. E&A 4in

September 18, 1855.

FLUIDS! FLUIDS!!!

FOR SALE by the Subscriber, (warranted.) A. G. SIMS, Queen Street. September 8. Ex 3w

Cheese! Cheese!!

Crackers! Crackers!!

Just Received, and for Sale at

A. G. SIMS, Queen Street.

Sept. 8. Ex 3w

NEW ARRANGEMENT.

THE ROSEBUD, Captain Matheson.

WILL until further notice leave CHARLOTTETOWN for FICTOU on TUESDAYS and FRIDAYS, at 10 o'clock, a. m., and will leave FICTOU for CHARLOTTETOWN on WEDNESDAYS and SATURDAYS at 9 a. m., wind and weather permitting.

For freight or passage, apply to the Captain on board, or in Charlottetown to the Owner,

WILLIAM HEARD.

Cod Liver Oil.

WARRANTED Pure and Fresh, sold by the Bottle, or in any quantity wished, by W. H. WATSON.