FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

TARRANCE GAZINTIN

tings, Cot ONS.

Charlottetown, Prince Edward Island, Wednesday, September 7, 1853.

New Series. No. 66

TERMS OF ADVERTISING. For the first insertion, occupying the space of 4 lines including bend, 2s.—6 lines, 2s. 6d.—9 lines, 3s.—12 lines, 2s.—25 lines, 4s.—20 lines, 5s.—26 lines, 4s.—20 lines, 4s.—20 lines, 4s.—20 lines, 4s.—20 lines, 5s.—26 lines, 4s.—26 lines

CIEO. P. TANTON'S DAGUERIEN GALLERY, Great George Street, opposite Mr. J. R. Watte, where Likenesses are taken by the most improved Northern Sky-light—the only light that den produce a

Northern Sky-light—the only light that can produce a good picture. A good assortment of Lockets, Frames, and plain and finey Cases kept constantly on hand. Rooms open from 9 a. m. to 4 p. m. Morning light is most preferable for rapid process, meth as children, &c.

May 14. 3m.

R. B. IRVING,
NOVARY PUBLIC, CONVEYANCER, AND
ACCOUNTANT.
OFFICE—over the Bookstore of Mr. G. T. Hablatintewn.

Dueds of Conveyance of all descriptions, of Leasehold and Freehold Estate, including Assignments, Mortgages, &c., Letters of Attorney, Bonds, Indentures of Apprenticeship, Bills of Sale, Charter Parties, Arbitration Bonds and Awards, Petitions, &c., prepared with accuracy and despatch; Merchants Books, Partieership and other complicated Accounts, &c., arranged and balanced at moderate charges.

A CARD.

THE undersigned having this day entered into CO-PARTNERSHIP as GENERAL and COMMISSION MERCHANTS, their Business heretofore carried on by them individually, will in future be conducted under the Name and Firm of LONG-WORTH & YATES.

FRANCIS LONGWORTH, ALBERT H. YATES.

Charlottetown, P. E. Island,
June, 19th, 1853.

Charlottetown, 1 . . . June, 16th, 1853.
No. B. The AUCTION business will at all times eccive their best attention.

J. S. DEALEY, COMMISSION MERCHANT AND

Ship Broker, M. 7, SOUTH STREET, NEW YORK.

Preights and Vessels procured, at short notice for Europe, the British Provinces, Wast Indies, Australia and California. Berths secured for the latter places.

Summer Arrangement of Mails. THE MAILS for the neighbouring Provinces will be made up until further Notice every TUES-DAY and THURSDAY NIGHT, at Nine e'clock, and forwarded via Pictrou, and the MAILS for Eagland will be closed upon the following days at the

e hour.

Tuesday, May 10,

"May 24,

"June 7,

"August 16,

"June 7,

"June 21,

"July 5,

"July 5,

"July 19,

"October 11,

July 19, "October 11.

Letters to be registered, and Newspapers, must be mailed half an hour before the time of closing.

THOMAS OWEN, Postmaster General.

General Post Office, April 30, 1853.

Georgetown Mails.

THE MAILS for Georgetown until further Notice, will be made up and forwarded every Monday and Friday morning at nine o'clock.

THOS. OWEN, Postmaster General.

Mail Steamer "Fairy Queen."

Mail Steamer "Fairy Queen."

W. R. BULL FEA. Commander,
Will leave (till further notice) for Bedeque and
Shediac every Monday evening, at 3 o'clock;
will leave Bedeque at 7 o'clock, Tuesday morning,
for Shediac; returning, will leave Shediac at 2 p. m.,
same day, Tuesday, and Bedeque at 8 o'clock, in
the evening for Charlottetown.

Will leave Pictou, every Wednesday and Friday
morning, at 6 o'clock, till further notice. For
Fraight or Possenge, apply to the Hou W. W. LORD,
Charlottetown, JAMES C. POPE, Esq., Bedeque,
or to the Master on beard.

Farse low to Shediac, and as usual to Pictou.
Charlottetown, May 30, 1863.

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Ozzyran Tower.
TTIS & PERKINSP
sering this name are

Chartestectows, May 30, 1808.

Halifax, 12th July, 1868.

Archidald Scott, Esq.

SIR,—As the Agent of various. Pire Insurance of Companies, 1 beg to bring under your notice my PATENT ARTIFICIAL SLATE. This composition has been upwards of, three years extensively used in New Brunawick, Newfoundhad and Prince Edward Island, the Cansdas and Nova Scotia, principally for covering chingled roofs, as you will perceive by the accompanying circulars of cartificates. It has been severely tested, and proved most successfully its fire proof qualities under most extraordinary circumstances; so much so, that I am of opinion that Fire Issurance Companies should encourage its general application to all kinds of wood building (where the color would be no objection to its being used, such as the back walls of dwellings in the city, out houses, ware-houses, &c., as well as the roofs) by lowering the premium of insurance on such baildings as are covered.

have the honor to be, sir,,
Your shediest servant,
J. W. ROSS.
Patentoe and Manufacture

Halifas Ith July, 1882.

Sin,—In answer to your note of the 12th inst. I consider the use of your "Artifi- I Slate Paint" on shingled Roofs, as greatly diminishing the risk against Fire—I, have frequently reduced the premiums on Buildings in the Country, upon its application, I am, sir, your ob't servant.

ARCH'D. SCOTT.

Insurance Agent.

THE COLONIAL LIFE ASSURANCE COMPANY.

GOVERNOR-THE RIGHT HONORABLE THE

EARL of ELGIN and KINCARDINE, Governor Seneral of Canada.

HEAD OFFICE—22 St. Andrew Square, Edinburgh.

Board of Management in Helifax for Noua Scotia and Frince Edward Edand—
Hen. W. B. Almon, Banker.
Hen. William A. Black, Banker.
Lewis Blies, Esq.
Charles Twining, Esq., Barrister.
John Bayley Bland, Esq., Hon. Alexander Keith, Berchant.
James Shawart, Esq., Solicitor.
The following gantlemen have been appointed Officers of the Company in Prince Edward Island, and will be prepared to farsish information as to the principles and practice of the Company and the rates of Assurance.
Charlottetown—Medical Adviser—H. A. Johuston,

Assurance.
Charlottetown.—Medical Adviser.—H. A. Johaston,
M. D. Agent.—E. L. Lydiard.
Georgetown.—Medical Adviser.—David Kaye, M.
D. Agent.—William Sanderson.
St. Hesnor's.—Medical Adviser.—Joseph Bell, M. MATTHEW H. RICHEY,

Charlottetown Mutual Insurance Company,
Incorporated by Act of Parliament in 1848.

THIS COMPANY offers the best guarantee in case of loss, and accepts Risks at a aving of fully 50 per cent, to the assared.

The present reliable Capital exceeds £1700. Per cons having property in Charlottetown, or vicinity, should lose ne time in applying to the Secretary of this Company for Policies or Information.

The of Philips' Fire Annihilators has been purchased by the Company, for the benefit of persons insured in this Office. In case of Fire, the use of it can be obtained immediately, by applying at the Secretary's Office.

W. HEARD, President

W. HEARD, President HENRY PALMER, Sec'y and Treasgrer. stary's Office, Kent Street, }

Provincial Marine Insurance Company,

TORONTO, C. W.—Agent for Prince Edward
Island.

BENJAMIN DAVIES.
Charlottetown, April 11, 1983. Fire! Fire! Fire!!

Secure your Property at a saving of fifty per cent.

THE can only be done by Insuring in the MUTUAL FIRE INSURANCE COMPANY. TUAL FIRE INSURANCE COMPANY.
This is the only Office where claims for loss cabe met, without reference to a foreign Company.
Blank forms of application, and any other information can be obtained at the Secretary and Treasurer's Office, Kent Street.

April 6, 1852.

LIFE AND FIRE INSURANCE COM-PANY, LONDON.

ESTABLISHED BY ACT OF PARLIAMENT.

Capital £5,000,000 Sterling.

CHARLES YOUNG,

Agent for P. E. Island.

BAZAAR.

THE Christian Public are hereby notified, that the Ladies of the BAPTIST CHURCH and congregation worshiping in the Baptist Church, in Charlottetown, purpose holding a BAZAAR in the early part of the ensuing autumn, to aid in raising Pands for the erection of a Touer and Porch to the said Chapel.

Contributions in donations or work, will be thankfully received by either of the undersigned Com-

MRS. W. BARNSTEAD,
"J. MCGREGON,
D. WILSON,
J. WEATHERSY,
J. SCOTT,
J. LOVE,
T. DESSRISAY,
S. T. RAND,
J. CURRY.
SOth July, 1853. (All papers.)

Twelvetrees Brothers' Soap Powder

Iwelvetrees Brothers Soap Powder
(an entirely new invention.)
Is the cheapest, safert, best, and most effectual
article for all washing purposes, a packet of
which is equal to ten Pennyworth of Soap!
The saving of Time and Labour is so astomishingly great, that a WEEK'S WASH
can be accomplished BEFORE BREAKFAST
—ao rubbing being required.
This wonderful Article is MORE SERVICEABLE THAN SOAP, as it produces a better and
much quicker lather, and is adapted for purposes,
for which Soap cannot be safely or effectually
used:

or when Soap cashot be sairly or enertistry used:

It will not injure the hands, or the most delicate material; but whilst it is incomparable for permanently whitening Linens, &c.; after they have become discoloured by age, or injured by bad Washing, it is also unsurpassable for improving the colors of FLANNELS, BLANKETS, WOOLLENS, COLORED PRINTS, MUSLIN and LACE. For Sale by

GEO. T. HASZARD, Queen Square.

New Books! New Stationery!
CEO. T. HASRARD has JUST RECEIVED
I from Edinardan a supply of BOOKS and
STATIONARY which are now open and Fon
SALE, and among which are—
Blank Books, Ledgers, &c.,
Note Papers and Envelopes
Charts of the Gulf and Island
Dr. Cumming's Works
Barnes' Notes on the Scriptures
Neander's Church History
The Leisure Hoar
The Wide, Wide World, cheap edition
Parlor and Railway Libraries
BeschableBooks illustrated, &c. &c. &c.

THE ATLANTIC STEAM SHIPS.

THE ATLANTIC STEAM SHIPS.

Extract from a work recently published by Captain Mackinson, R. A.:

The Atlantic is now so completely bridged by the magnificient steamers of Cunard and Collins, that a voyage across the ocean has become a mere pleasure trip. As I have user seen a popular account contrasting the performances of these great lines, I propose to give a sailor's experience of a voyage to New York by a Cunard steamslip, the America, and a return voyage to Liverpool by the Collins vessel, the Balic.

At 11 A. M., on the 10th July, 1852, I found myself and luggage on board the steam-ting at the place of embarkation at Liverpool, and in a few minutes was conveyed alongside the Cunard vessel America. The passengers who crowded the deek of the little tug were anxiously scanning every thing about them, and no deuth speculating on the characters of those with whom they were to be so closely packed up for the next ten days. The passengers by a transatlantic mail steamer are of a mixed character. Commarcial travellers are the most numerous class, as the great manufacturing houses in England have discovered that Brother Jonathan is after all, one of our best customers.

Brother Jonathan is after all, one of our best customers.

Although every arrangement in the America was substantial and good, and the captain an experienced and ablo officer, there was a degree of pompous mystery in the arrangements of the vessel very much in countrast with the Yankee steamers. For instance, it was impossible to get the ship's daily run or any information of her position. If a passenger ventured to ask a question from one of the officers, he met with a sullen reply.—A part of the upper deck was denied to the passengers, unless especial friends of the officers. These trifies caused a certain degree of restraint, and formed a topic of conversation amongst the American passengers, who could not fail to see the contrast thus afforded to the universal and cordial civility and attention in Yankee vessels.

vessels.
The America, although one of the oldest and allowest of the Canard line, is a very good vessel. Upon starting from Liverpool, deeply laden with cargo and coals, her speed did not exceed eight and a half knots per hour, which gradually increa-Upon starting from Liverpool, deeply laden with cargo and coals, her speed did not exceed eight and a half knots per hour, which gradually increased to nearly ten, as in proportion to the consumption of her fuel, her weight was diminished. Nothing could exceed the smoothness and beauty with which the engines performed their work. Fortunately, the ocean was as smooth as glass, and the passengers, after meeting twice at the dinner-table, became sociable and friendly. Some Canadians were aboard, who very freety expressed their opinions, particularly as to the treatment they had not an expanse. One causement docknown as the great edification of our Yankee fellow voyagers, described his attempt to visit Portsmenth dockyard. "I went down," said he, "with two Americans, with whom I had been stopping in London, to see the dock-yard at Portsmouth. On giving our names at the gate, my American friends put down their residences in certain Americans put down their residences in certain American towns which bore English names, and were allowed to proceed without further question; whilst I, unfortunnately, stated Canada to be my place of residence. Immediatetely the official pronounced me to be a forcigner, adding that my admission could not be permitted."

Several intelligent American, shipmasters and builders were likewise on board, and the celebrated constructor of the "Marco Polo," from New Brunswick. The conversation after dinner turned upon the various modes of naval architecture, and the general opinion appeared to be that if fifty feet bow was added to the "America" her speed would be prodigiously increased, even with her present engines,

"And pray," said one to the builder of the Marco polo, "what price did you get for your fine I,400 ton ship?"

"Very little," replied he; "not half what she is worth; only £9,000."

"What sort of figure-head did you give her?" asked another. "What does New Brunswick is we thought are repealed to the Marco polo, "what fire dependences of the 18th century dressed like an English courr

the 18th!

Since 1855, the value of ships has risen so much, there is little doubt that the Marco Polo is just worth at the present time at least double her first cost. Such are the chances of speculation

much, there is little doubt that the Rearco Prote is just worth at the present time at least double her first cost. Such are the chances of speculation in shipping.

Never had a steamer a better chance for crossing the Atlantic, as the sea was as smooth as a sylvan lake. In eight days the usual fog indicated the approach to the banks of Newfoundland, and on the tenth day the rugged cost of Nova Scotia, announced our vicinity to Haliax. From this town the voyage is short to Boston; but the weather still continued cold and foggy. On entering Boston Bay the chill atmosphere rendered warm clothing necessary, though upon landing, the heat was most oppressive, the thermometer standing at 97° in the coolest place. It is impossible to give an adequate account of the enervating effect of this sudden change on the frame. On arriving at New York 1 took & passage in the Balite for which I paid \$ 120, about £24, and now proceed to give a description of that vessel.

The American steamship Ballic, belonging to the Collins line, was built by Jacob Bell, of New York, at a cost of \$710,000, equal in round numbers to £142,000. She is barque rigged, and can opriously stoop-of-war.

Her dimensions are as follows:—Length on deck, nearly the same as keel, 285 feet; breath, 45 feet; depth, 32 feet; tomage, 2,723; scathing, 204 inches in the throat; 9 inches at the plank above. She is the stoop of freight, and full complement of passengers and baggage, she draw about 22 feet. She can secondate 167 first class passengers, and 38 second class.

She is fitted with two side-lever engines; 96 inch cylinders, and lollers was \$250,000, equal to £80,000.

Her vorsage examption of cut is 80 tons and they her company the company. It is a second to the boiling below, for the surface and seek daily lighted and is 60 di in America; and she daily lighted and is 60 di in America; and she daily lighted and is 60 di in America; and she daily lighted and its company. It is the bearing, 25 lowers.

In amorth water the wheels average is nevelactions. Her average sheam for the last year, inches; but it is efficiently by the company, it complies to the bearing. 25 lowers, and the lowers are placed to the produced. The highest speed over made at easy for the water the west of the last winter they were hanceled, or were ere have-to at an easy for lower, and the least last uties; we have a surface of the light are charged same as passengers. It is sufficiently to hard to receive a fine-particular vessels of this line have been caulted estable size they were hanceled, or were ere have-to at same from attent of weather. Three thousand pounds, ply passengers and creat are expected to spigling and back. Wines and lignors are not in-cited in the expenditors, not cover leases from hershape, law prime continued to the part of the company and the prime of the second of the ship are charged same as passengers. The usual charge for estimates the continued of the part of the second of the

MISCELLANEOUS.

A LAKE OF PITCH. The Island of Trinidad is situated about

seven miles from one of the mouths of the Orinoco river. The most remarkable natural feature of this island is the Pitch Lake, situated in the southwestern part of it. The lake is nearly a mile and a half in circumference, and the pitch or bitumen at the sides is perfectly hard and cold; but toward the middle it becomes gradually warmer and softer, till in some pl

warmer and softer, till in some places it is seen boiling up in a liquid state.

A correspondent of the Troy Whig, at Port of Spain, Trinidad, gives the following discription of this remarkable lake:

"Imagine a black surface, a dreary, desolate black, spread out to the length of half a mile, by an eighth in width, slightly varied by many fissures some of them but a step across, some too wide to jump. A few of thes fissures filled with short shrubbers, but most of them are mere ponds of

few of thes fissures filled with short shrubbery, but most of them are mere ponds of water, clear as the mountain spring."

"Then imagine the whole hordered by a thick growth of trees and the graceful bending hamboo, and this whole border thickly hanging with a profusion and variety of beautiful flowers; and I know not the spot elsewhere where the eye can rest on such a profusion of flowers at a glance; this may possibly convey some general idea of the peculiarity of a general view.

"For a closer inspection of the central part of the lake, I secured the services of a negro, to carry a plank for me to bridge

part of the lake, I secured the services of a negro, to carry a plank for me to bridge the unjumpable fissures.

"I then found spots where the aurface of the pitch would gradually sink beneath my feet, so that in a few moments I stood in a cavity ankle deep. Not wishing to pitch deeper, I changed my position. In

limbs of persons showing themselves from beneath piles of rubbish, and men, women, and children endeavouring to withdraw the multilated bodies of their friends and relations from beneath the ruins, which, in their despair, they were tearing away with their teeth, their hands, and their nails. Out of several thousand victims, the lives of only a very small number were saved. These scenes were repeated for five days, during which it is calculated that twelve thousand persons perished. On the fourth day, large bands of brigands made their appearance, and plundered the unfortunate inhabitants, who were without defence, and without asylum, of what little they had h able to save from the ruins.

" For three days, the town was delivered "For three days, the town was delivered up to the pillage of these brigands, whose numbers were increased by a report that Begler Bey, the Pasha of Shiraz, was among the dead. Shocks are still felt three or four times in a day, and are so violent, that houses, which have resisted former shocks, are falling to the ground, one after the other. My life, and that of my wife, have been saved, but all that I had made since my arrival in this country is lost. made since my arrival in this country is lost.

I purchased a house three months ago, which is now nothing but a heap of ruins."

Shortening-in Lima Bains and Squashes.—The Family Visitor states that clipping the shoots of Lima beans, when about aix feet high, produces an abundant crop, the beans ripening in August. Squashes, the vines of which were nipped after two or three squashes had formed, were larger and ripened better. By cutting out the early-bearing branches, a succession of squashes was obtained through the summer. Tomates which grew on an excessively rich piece of ground, were not benefitted by shortening, new and more vigorous shoots successively pushing out in place of those which were clipped. SHORTENING-IN LIMA BE UNS AND SQUASH