-coatings, Cotton and TIONS.

e that in future his busi-



OF LOSS OF HEALTH. I, INDIGESTION AND LOOD TO THE HEAD. r. John Lloyd, of Erw

the first opportunity of in-long period, I was afflicted and frequent swimmings see of appetite, disordered ired health. Every means permanent relief, and at g, that I was really afraid attendant. In this melanattendant. In this melan-resonally upon Mr. Hughes, purpose of consulting him; he kindly recommended thout delay, and after ta-I am happy to hear testi-licacy. I am now restored bled to resume my usual

JOHN LLOYD.

RE OF DROPSY. Edward Rowley, Esq., of dated April 8th, 1852.

a duty I owe to you and the out of a most miraculous reil disease, Dropsy, and feeted by your invaluable times within eight mouths, on medical practitioners, but I had recourse to your regall I had undergone, this dome in the course of six EDWARD ROWLEY.

COMPLAINT AND SPASM FFECTUALLY CURED. Mr. Bostock, Druggist, of , dated July 31, 1852,

uch pleasute in handing to ficacy of your Medicines. A cod, with whom I am well for a long time with violent mach and liver, arising from paint, and the effects of a be was obliged to assume in a were of an alarming chaim in a weak and debilitahe heard of the salutary effills, and was induced to give lose gave him considerable hom up in accordance with re acted so wonderfully in stomach, and strengthening he has been restored to the

Sir, yours faithfully, WILLIAM BOSTOCK.

OF A STOMACH COM-GESTION AND VIOLENT -ACHES. om 8, Gowen, Chemist, of il, dated July 14th, 1852.

r, dates July 14th, 1802.
Y,
pquested by a Lady named
om the West Indies, to aciod of eight years herself and
inual bad health, arising from
d Stonnach, Indigestion, loss
ad-aches, pains in the side
builty, for which she consultns in the colony, but without
last, she had recourse to your
ns year wheat time effected. in a very short time effected he better, that she continued mily were restored to health the desires me to say, that she tracedinary virtues in those children, particularly in cases tian, having effected positive with no other remedia.

8. GOWEN. erfully efficacious in

igestion
no and Gravel
Doloureux
nereal Affections
akness, from
over cause, &c.,
nent of Professor i
nple Bar,) Londo
and dealers i

lurrency each Box, selderable saving by taking the

or the guidance of patients in to each Box. EORGE T. HASZARD, usale Agent for P. E. Jeland. PSALMIST, at GEORGE T. HASZAED's us bindings. The above is the mas used in the Baptist Chapel, Falifax 14th July, 1858.

Sra — Ja answer to your nate of the 12th instruction of the use of your." Artificial State Paint" or hingled Raofa, as greatly diminishing the risk against re— have frequently reduced the premiume of mildings in the Constry, upon its application, Lam, sir, your ob't servent.

ARCH'D. SCOTT.

Insprance Assart

DRAWING CLASSES.

MR. TAYLOR has opened an EVENING CLASS for Young Men.—Terms, 12s. 6d. per quarter.

An Approximon Class for Young Ledies of

2-Ser-20003-16/2-

TARMERS' JOURNAL, AND COMMERCIAL ADVERTISER

Established 1823.

Haszard's Gazette.

TERMS OF ADVERTISING.

For the first insertion, occupying the space of 4 lines cluding head, 2s.—6 lines, 2s. 6d.—9 lines, 2s.—12 lines, 2s.—25 lines, 4s.—20 lines, 4s.—40 lines,

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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.

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NOTARY PUBLIC, CUNVEYANCER, AND ACCOUNTANT.

OFFICE—over the Bookstore of Mr. G. T. HasZARD, Queen's Square (South side), Char-

lottetown.

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

A CARD.

THE undersigned having this day entered into CO-VMISSION MERCHANTS, their Business herefore carried on by them individually, will in future be conducted under the Name and Firm of LONG-

FRANCIS LONGWORTH,
ALBERT H. YATES.
Charlottetown, P. E. Island,

June, 16th, 1953
N. B. The AUCTION business will at all times receive their best attention.

J. S. DEALEY.

COMMISSION MERCHANT AND

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

Freights and Vessels procured, at short notice for Europe, the British Provinces, West Indies, Australia and California. Berths secured for the latter

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 o'clock,

and forwarded via Picrou, and the MALLS for England will be closed upon the following days at the

ne hour.

Tuesday, May 10,

" May 24,

" June 7,

" June 21,

" July 5,

" July 19,

" October 11.

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."

Halifax, 12th July, 1868.

ARCHIBALD SCOTT, Esq.

CHR.—As the Agent of various Fire Insurance

Domponies, I tigg to bring under your notice my

PATENT ARTIFICIAL SLATE. This

PATENT ARTIFICIAL SLATE. This composition has been apwards of, three years extensively used in New Stranswick, Nowfoundland and Prince Edward Island, the Canadas and Nova Scotia, principally, for covering shingled roofs, as you will perceive by the accompanying circulars of certificates. It has been covered tosted, and proved most successfully its fire proof qualities under most extendinary circumstances; so much so, that I am of opinion that Fire Insurance Companies should encourage its general application to all kinds of wood huilding (where the color would be no objection to its being used, such as the best walls of dwellings in the city, out house, were houses, &co., as well as the roofs) by lowering the premium of incurance on such buildings as are covered.

I have the honor to be, sir,.
Your obedient servant,
J. W. ROSS.
Patentee and Manufacturer

Halifax 14th July, 1858.

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

THOMAS OWEN, Postmast eral Post Office, April 30, 1853,

May 2, 1858.

as heretofore. Charlottetown, Sep. 5, 1853.

WORTH & YATES.

GE T. HASZARD, Proprietor and Publishe shed every Wednesday and Saturday morning South side Queen Square, P. E. Island. 25—Annual Subscription, 15s. Discount for ca

Charlottetown, Prince Edward Island, Saturday, September 10, 1853.

The National Loan Fund Life
Assurance Society of London.

CAPITAL £500.000 Sterling Empowered by Act
of Parliament, 2d Victoria. A Saving Bank for Extract from a work recently published by Captain Mackinson, R. N.:—(Concluded.) w and the Orphan
T. HEATH HAVILAND, jr. I cannot refrain from calling the attention

Agent for Prince Edward Is
Office, Queen Square, Charlottetown.
September 5, 1838. Isl

Equitable Fire Insurance Companies of London

Incorporated by Act of Parliament.

POARD OF DIRECTORS for P. E. Island.—
Hon T. H. Haviland, Hon. Charles Hensely, Francis Longworth, Esq., Robert Hutchinson, Esq., Thomas Dawson, Esq.
Detached Risks taken at low Premiums Notarge for Policies. Forms of Application, and all other information, may be obtained from the Subscriber, at the Office of G. W. Deblois Esq. Charlottetown.

Northern Sky-light.—the only light that can produce a good picture.

A good assortment of Lockets, Frames, and plain and finery 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. Sept. 7th 1853.

THE COLONIAL LIFE ASSURANCE COMPANY.

H. J. CUNDALI.. Agent for P. E. I. pro tem

GOVERNOR-THE RIGHT HONORABLE THE EARL of ELGIN and KINCARDINE, Governor HEAD OFFICE-22 St. Andrew Square, Edin-

HEAD UPFICE—2a or. same of burgh.

Board of Management in Halifax for Nona Scotia and Prince Edward Island—
Hon, M. B. Almon, Banker.
Hon, William 4. Black, Banker.
Lewis Bliss, Eq.,
Charles Twining, Eq., Barrister.
John Bayley Bland, Eq.,
Hon, Alexander Keith, Merchant,
James Stewart, Eq., Solicitor.
Medical Advisor—A. F. Sawers.

Asent & Retretary—Matthew H. Richey, Solicitor.

Medical Adviser—A. F. Sawers.

Agent & Secretary – Amthow H. Richey, Solicitor.

The following gentlemen have been appointed Officers of the Company in Prince Edward Island, and will be prepared to furnish information as to the principles and practice of the Company and the rates of Assurance. Charlottetown—Medical Adviser—H. A. Johnston

M. D. Agent—E. L. Lydiard.

Georgetown—Medical Adviser—David Kaye, M. Georgetown—Medical Adviser—David Raye, л.
D. Agent—William Sanderson.
St. Eleanor's—Medical Adviser—Joseph Bell, M. D. Agent-Thomas tion MATTHEW H. RICHEY.

Charlottetown Mutual Insurance

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

THIS COMPANY effers the best guarantee in
case of loss, and accepts Risks at a saving of
fully 80 per cent, to the assured.

The present reliable Capital exceds £1700. Persons having property in Charlottetown, or vicinity,
should lose no time in applying to the Secretary of
this Company for Policies or Information.

To one of Philips' Fire Annihilators has been
purchased by the Company, for the benefit of persons
maured 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 Treasurer stary's Office, Kent Street, }

Provincial Marine Insurance Company, TORONTO, C. W.—Agent for Prince Edward

BENJAMIN DAVIES. Charlottetown, April 11, 1953.

Fire! Fire! Fire!! Secure your Property at a saving of fifty per cent

THIS can only be done by Insuring in the MU
TUAL FIRE INSURANCE COMPANY.
This is the ealy Office where claims for loss can
be met, without reference to a foreign Company.
Blank forms of application, and any other information can be obtained at the Secretary and Tressurer'
Office, Kent Street. April 6, 1852. W. R. BULYEA, Commender,
New Arrangement,
The Steamer Fairy Queen will, commencing on the
19th inst., leave Queen's Wharf for Bedeque and
Shedis o, at 12 o'clock noon, instead of the Evening,
the bacteries

ALLIANCE LIFE AND FIRE INSURANCE COM-ESTABLISHED BY ACT OF PARLIAMENT.

Capital 25,000,000 Stering.

CHARLES YOUNG,

Agent for P. E. Island.

BAZAAK. 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 autum, to aid in raising Punds for the erection of a Tower and Porch to the said Church. and congregation in Charlette ns in donations or work, will be thank. I by either of the undersigned Com-

MRS. W. BARNSTRAD,

J. McGREGOR,

D. WILDON,

J. WRAPHERBY,

J. SCOTT,

J. LOVE,

T. DEBRISAY,

S. T. RAND,

J. CUMRY,

Charlottetown, 30th July, 1853. (All papers.)

Charlottetown, 30th July, 1893. (All papers.)

Saint John Sale Stables.

M. A. CUMMING, Veterinary Surgem, begs to intimate to portice having HORSES to dispose of, that he is shift to open as a Sale Stable, those premises near the Cutholic Chapel, head of King's Square, St John; where thorses will be kept at livery, and hought or sold on commission.

There being no well-anderstood place in St. John where those lawing Horses, and those stanting Horses, how where to find each other, M. A. C. fiftures himself that a Horses BAZAAR, or Sale Stable, properly conducted, may in some measure supply a want often felt by the public, while from the knowledge of horses derived from his profession, he may be able at times to give useful advise both to seller and purchaser.

S. B. There is three most voture Horses Horses.

purchaser.

N. B.—Two or three good young Harness Horses on wanted; and a wynome many wath, full months of for shippard work.

State John, 30th April, 1882, 30000077, 30000119 n.

THE ATLANTIC STEAM SHIPS.

of steamship builders of England to the use-lessness, and even absurdity, of a heavy bowsprit upon a vessel that mainly depends upon her steam. It would be considered an absolute absurdity for either of these vessels to attempt to beat to windward. Be-fore the wind, there is little doubt that the Collins would run the Cunard out of sight in a dozen hours. The vast and heavy bowsprit of the Cunard line is therefore an absolute excrescence—a bow-plunging, speed-stopping, money spending, and ab-surd acquiescence, in old fashioned preju-dices about appearance, and what the old school attempt to swamp all argument by

condemning as not ship shape. Pshare! what confounded stuff? This is the sort of feeling that prevents improvements, and allows Brother Jonathan to build the finest

allows Brother Jonathan to build the nnest seagoing steamers in the world, which the Collins liners undoubtedly are.

As some slight proof of this assertion, let me describe what took place in the Baltic on the 6th and 7th of November, 1852, on the passage to England, in about latitude 48 deg. N., longitude 18 W. At 10 A. M., on the former day, this vessel was proceeding with full power, at the rate of thirteen knots, the engines making sixteen revolutions per minute. At this time a slight breeze was blowing from the southwest, with a slight swell from the eastward.

About noon the swell increased, and a very dense, dark, coppery, sky was perceived at the starboard bow, bearing southeast. The barometer, which had been carefully noted, had been gradually sinking for thirty-six hours, but still the southwest wind ever and anon breathed hoarsly into and filled the flapping canvass. The stormy indica-tions in the southeast gradually increased

great velocity before described—namely thirteen knots. At 2 P. M., the barometer -that faithful and valuable monitor-sank considerable. Captain Comstock, the experienced commander, invited me into his cabin, and began to discuss the now clear indications of an approaching storm. From the various signs afforded by changes in the directions of the wind, swell of ocean, descending glass, and other infallible tokens, known only to experienced seamen, we speedily came to the conclusion that the Baltic was approaching the course of an Atlantic cyclone. From the position of the vessel and her rapid motion we mutually agreed that the easterly breeze which had suddenly set in, clearly indicated that we were rapidly approaching the northern edge of the cyclone. This will be plainly underof the cyclone. This will be plainly understood by the landsmen and unitiated when I explain that the cyclones in the northern nemisphere revolve against the sun with a

progressive motion towards south-east.
The easterly breeze, therefore, could only easterly breeze, therefore, could only strike the ship in its northern extremity. If she had been, for instance, at the southern extremity of the rotatory storm, it is clear that the wind would have been south-west until the vortex was passed, when the south-eastern course of the circular or whirl-wind storm would have struck ough, we were confident that our theory was correct, yet Captain Comstock,

withstand the worst weather. At this time the barometer had sunk lower than I ever experienced, (28 40,) even in the most furious storms, and the gyratory motion of the tortured and fragmented clouds in the the practised eyes of the seaman that a fearful war of the elements was going on in that direction. The eastern swell was now rapidly raising into a heavy and perpendicular sided sea, whose solid-looking curly tops threatened destrucsed their headlong tion to all that opposed their headled course. The wind likewise increased

strength, urging on the too willing waves, until they were lashed into apparent destructive fury.
Let us ascend the bridge, between the paddle boxes, and try to describe this sub-lime scene. A furious gale was raging, and wind and waves combined were hurled and wind and waves combined were hurled with gigantic force against the poor Bultic. To avoid rushing madly against the fierce watery barriers, the engines were slacked to nine revolutions, and the brave vessel still held her course at the rate of eight knots. Although the heavy spoondrift in a moment drenched everything exposed, still the ship held on with the most extraordinary case. At intervals a m-untain would appear approaching, giving the idea (often ease. At intervals a m-untain would appear approaching, giving the idea (often felt by the most experienced) of a gathering power in advance that nothing could withstand. Onward it rolls so high that from your elevated position the horizon is concealed—it is upon us with a crash—nothing can avaid the avalanch of water—the decks are inundated fore-and-aft.

sufficient to clear the crest of the surge; er bulwarks are even with the surface of rolling water, but not a drop comes in.

Again and again did this happen; and although we were drenched to the skin by the though we were drenched to the skin by the spoondrift, we were fascinated by the wonderful triumph of the ship's course over the madly-vexed waters, and remained in our exposed situation spell-baund at her easy performance over such rough and formidable obstacles. Place a Cunard liner, or any vessel in this position with the continuous control of the state of the sta any vessel, in this position with the present lines of English eccan steamers, and they would ship tons and tons of water. The heavy bows, bow-sprit and all, would plunge heavy bows, bow-sprit and all, would plunge into the sea with a crash and a bang that would shake and strain the ship to her centre. On raising her forefoot from her watery bath the bowsprit enveloped with the gear, would visibly bend with the jerk. This is the main difference between the ocean steamers of England and America. and we strongly advise the builders of En up from their lethargy, half composed of prejudice. I tell them again plainly (however unpleasant to my elf) that there are no ocean steamers in England

comparable with the Baltic. It is the fashion in England, amongst a It is the tashion in England, amongst a certain class, unhappily too numerous, to shake their noddles when these steamers are mentioned. "Oh," say they, "these steamers are all to pieces; they will be done up in a short time; they won't pay." I beg to disabuse their minds—the minds of ull persons in England who have not had such an opportunity as mine to judge for themselves. These steamers are as good and as strong as ever; they are as well officered and manned as any ships affoat; officered and manned as any snips and to they treat their passengers with as much, or more, civility, and attention than any other line; and, finally, their food and wine, and all arrangements of the table, (at least in the Baltic.) are as good as any person can require, even if spoilt by the Sylarite luvuries of the great metropolitics. arite luxuries of the great metropolitan

cities of the world. vessel was the absolute poetry of motion. At 3 o'clock, P. M., she was off the west-At 3 o'clock, P. M., she was off the west-ern extremity of Ireland, exactly three hundred miles from the light vessel, at the entrance of Liverpool harbor. The weather was beautiful, a light breeze from the north east, just sufficient to ruffle slightly the glass-like surface of water. Onwards she rushed with headlong speed, her ponderous engines revolving at the rate of nineteen revolutions a minute. So clear and heavy revolutions a minute. So clear and beau-tiful was her shape, that she appeared to glide through the water leaving hardly a ripple behind. Numerous steam vessels, likewise running up the Irish Channel, were passed as if at anchor, and, in :22½ hours from making the land on the previous afternoon, she had achieved the three hundred dred miles that separated her from her

Reader, this is a wonderful performance, and what I fear cannot be rivalled by any English vessel at present. The whole thing is obvious to the meanest understanding, and may clearly be traced to the unequalled beauty of the model. The English engines are allowed by the Americans to be superior. Why, therefore, should we allow Brother Jonathan to beat us on our own element. The reason is plain enough, and patent to the whole world: and is summed up briefly in one sentence: The British model is far inferior to the American. I though only about 50 converts have been er, as he is, made every preparation to say this in sorrow, and jealously; and investigate calmly and dispassionately this momentuous question. When once enquiry is thoroughly aroused in England, I do not fear the result. It, however, obstinacy and pride are allowed to blind our ship-builders they will richly merit the fate that will inevitably befall them—namely, to be soundly beaten by American naval archi-

> We arrived at Liverpool in ten days and a helf from New York, during wich time the engines were never stopped, and not the slightest accident happened.

YANKEE GIRLS

The independence of the Yankee girl begins at the early stage of boarding-school life; with the choice of her books her dancing master, of her congregation, of her minister. She makes no mystery of her predilection for her teacher, because he is a "spruce, good-looking fellow:" for her prencher, because he has "such very white hands." She subscribes to cotillion parties, shines off at fancy tairs, takes the purse gallantly off her admirers at flower auctions. She walks home at night from her route, arm-in-arm with her favourate her route, arm-in-arm with her favourate partner, by monlight, on the shady side of the road. She steams off up the Hudson, down the Ohio, and comes back none the worse for the exercise and the excitement. Not the slightest shade of uneasiness at home on account of her protracted absence. She introduces a "travelling friend" to the old lady, who sits down to make ten for him; finally she coolly informs her parents that she has been "popped at," and that her mind is made up; unless, indeed, and prefers the fuss and eclat of a runaway

New Series. No. 67.

It is but justice to say, however, that this unbounded latitude is seldem, if ever, attended with mischevious results. Thanks perhaps, to natural coldness of temperament, to premature experience, or the popularity of marriage in those wide-spreading settlements. ing settlements, the American young lady is seldom at a loss for a well-intentioned suitor. She very early acquires the calculating habits of the country. She is her own duenus and chaperon. She learns to own duenus and chaperon. She learns to value her admirers according to their worth Her facey and heart are always under the control of reason. Romance is all very well in books, but marriage is a matter of prose. Nowhere are most ab-surdly disproportionate matches more uni-versally the order of the day; nowhere is versally the order of the day; nowhere is Mammon more invariably the torch-bearer of Hymen, than among these very dans last themselves, whose choice is so utterly free from parental control. Before she leaves school, a Yankee girl has a thorough and perfect knowledge of the world. Else what were the good of the million of novels she feasts upon? Her look is proud and daring; her steps firm and secure. Modesty she scorus as want of sincerity and frankness; delicacy she spurns, as a lack of properspirit and independence.

spirit and independence.

With the exception of a few luckless words, excluded from the English dictionary by an overnice notion of prudery, for a list of them vide "Sam Slick," there is hardly a subject of conversation she would dream of rebuking or discountenancing. By this early training is she fitted for every department of public life; ready to enter the lists as an orator, an agitator, or a journalist, The wide world is the stage she acts on. The drudgery of housekeeping devolves on the landlady of a Broadway boarding-house. Man fags himself into dyspepsia at his counter; women reads, flirts and gives herself airs, in all the luxuies of a hired drawing-room. So much for Eve's share of the common lot of mortals.

_N. Y. Times.

THE JEWISH MISSION.

The Jews are in such a state of alarm just now, in regard to the zeal and success of Christian missions to the zeal and success of Christian missions to the Jews, that they are busy circulating erroneous reports of the expenses and results of the missionary work. In the first place, it is known to all supporters of the Jewish mission that the Jerusalem bishopric has nothing to do with the Jewish mission; it is entirely a separate institution. And as to comparing the expenses of the mission with the work that has been done, the unreasonableness of this will be manifest when we say that some thousands of Jews have already been brought to the knowledge of Christ by the instrumentality of the "London Society;" that each well-established station numbers its converts by fifties and hundreds : and s great spirit of inquiry has been excited amongst the Jews; and that the Word of God in Hebrew, and Christian tracts, have been so widely circulated amongst the Jews. that there is scarcely a town or village on the Continent in which Jews reside in which the mission has not left some marks of its efficacy. These are, we contend, results not to be compared with the means expen-ded in achieving them. With reference to made there since the establishment of the mission, the Jewish rabbis are in such a state of alarm, that they have written to their brethren throughout the world to help them; otherwise, they say, "the citadel of Judaism will fall."—Standard.

GLEANINGS PROM LATE PAPERS

(From the Buffalo Commercial of the 29th Aug.) THE NIAGARA APPAIR.

Quite an excitement prevailed at Niaga-ra Falls, yesterday, in consequence of the arrest of a person employed as a waiter at the Cataract House, on a charge of mur-der, by Deputy Marshal J. K. Tyler, and officer Boyington, of this city.

We give the facts of the case as we re-ceived them from the officers who made the

capture of the supposed criminal. A few days since Mr. Tyler received a newspadays since Mr. Typer received a newspaper and a letter through the post office from Sarato, a; the paper being the Savannah Courier, and containing no tees of various rewards offered for the apprehension of the murder of Mr. James M. Jones, on the 6th July, 1849; and the letter being addresed by the brother of the murdered man to the deputy marshal of the district, and convey-ing information that the offender was supposed to be acting in the capacity of a

The first notice of reward is dated July 6, 1849, and is offered by the Mayor of Savannah, the sum being \$200, and the murderers at that time being unknown. The next is \$1,000, offered by Malcolm D. Jones, a relative of the deceased, for the approximation and conviction of the offender.