

SALE. FREEHOLD of the beautiful and desirable...

LEASE. In Upper Westmoreland, acres of land...

THOMAS TODD. Remain on security until the 1st of 1857.

ALLIANCE LIFE AND FIRE INSURANCE COMPANY.

Equitable Fire Insurance Company of London.

BOARD OF DIRECTORS FOR P. E. ISLAND.

F. A. COBROVE, IMPORTER AND WHOLESALE DEALER.

MR. H. DUCK, HAS COMMENCED PRACTICE AT THE HOUSE OF MR. GREEN.

WHITEKIR & PURINTON, CLOTHIERS AND DRAPERS.

THE NEW AND FAST-SAILING Steamer Westmorland.

Y. CO'S THE FARMER'S GUIDE.

REGULATED FARES. THE COLONIAL MAIL STEAMER ROSEBUD.

BOSTON PACKET. THE FAST-SAILING BRIG "GALERA."

AGRICULTURE. The above BRIG has superior accommodations for PASSENGERS.

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THE PROTECTOR AND CHRISTIAN WITNESS.

"RIGHTEOUSNESS EXALTETH A NATION: BUT SIN IS A REPROACH TO ANY PEOPLE."—Prov. xiv 34.

Vol. I. Charlottetown, Prince Edward Island, Wednesday, September 30, 1857. No. 31.

The Protector and Christian Witness, GEO. T. HAZARD, PUBLISHER.

The National Loan Fund Life Assurance Society of London.

Mutual Fire Insurance Company. THE ABOVE COMPANY NOW

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WHAT ARE THE IRISH CHURCH MISSIONS?

As the interest grows in England concerning the work of the Reformation in Ireland, the question is frequently asked, What are the Irish Church Missions?

First—An open and distinct avowal of the final object in view—the conversion of Roman Catholics to Scriptural truth.

Secondly—The efforts to be made must be solely and singly of a religious character, with no political feelings of any kind.

Thirdly—As such a religious appeal must be careful not to awaken a repulsive feeling in connection with politics, so it must, with equal care, avoid exciting any attractive feeling arising from the expectation of temporal advantage.

These being the general principles, the Society works in co-operation with the Parochial clergy of Ireland. The Committee, Clergymen, and Agents, being themselves members of the United Church of England and Ireland.

more plainly: steps were taken to test the real state of the case: every step was marked by success.

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Education, charity, the Bible, are now inserted upon the banner of those whose bigotry and fanaticism in past days delighted in persecution and blood.

"WANDERER'S" SKETCHES. No. ix. JAFFA, June 8, 1857.

Thus have we entered the Holy Land. Twenty-two days' travelling I have brought us from New-York to this spot.

There is much to be seen in the Holy Land. Here have been the efforts from our country and from England to aid the Jews, by opening to them the means of improved agriculture.

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no doubt the Christian needs a paucity quite as much as he did in the time of St. Paul, in order that he may stand firm and erect amid the difficulties and dangers of his position.

The Apostle, in his Epistle to the Ephesians, describes the armor with which the Christian soldier has been graciously provided, and which he is enjoined to put on.

The Apostle's object was to give a lively description of the several elements of the Christian character, most important to be regarded in the moral conflict of life; and with a view of accomplishing this object in the most striking and impressive manner, he compares those to the various parts of the armor, and the particular virtues and graces with which they are compared.

The expression was in common use among the Greeks and Hebrews. Our Saviour is prophetically described as having around him the girdle of righteousness.

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N. X. CLARKE IN SWITZERLAND.—A gentleman, writing from one of the pleasant villages near Geneva says: "The Rev. Dr. Alexander and his family passed through here a few days since on his way to Russia."

that the church of a deep sense of the... the country in order... of the cross, to aid... of Peace! Such... joined in by many... Missionary, and con... held, for the pur... upon this land... out of the present... that it will be... by the mission... characterized by... of itself, in a... vain seek for... abhor the bloody... we, as Englishmen... but much for deep... to believe that... will yet preserve to... that we may, as a... ly of the important... in the "Theater of... in the Madras... experience, calm... to a correct view... opinions of such men... conflicting senti... are that we are now... the greatest part... to expand, do not... because we feel... not yet been fill... whatever may be... by the mission... Hindus, upon the... consequence, of... and "He shall... every imminent, and... to have fully pass... our power here for... later, this must be... endeavor. His... on all sides to... one who has known... for years... later, this must be... details may be per... blood run cold... cause of such men... the whole of France... felt over the whole... that our Madras... an spirit throughout... as all hope of the... long. But what... to murder... overthrow our whole... months, among many... of some thousands... during all this... have been kept... to doubt that, as we... shall learn how... to be purposed... to have risen to... firing and plunder... army. There was... this. But the Go... all thought, deter... to be captured, and... the Oriental steamer... regiment, who... was this accident... imprisonment of a... which brought the... the troops have... no troops have... a have failed; and... the ship, and... and useless alarm... to the safety of... Their families... and teachers... exposed their... nearly any refresh... to which they... reasoning their... they forewore their... The... outside without... four hundred Sikh... able, and the only... on were seventy... get the European... number of children... may apprehend... in the hands... wild beasts. For... while the... in the hands... in an attack from... the Indian Tele... examination by... by which the... in the hands... through its whole... of any injury... to 155 deaths

Falmouth and extreme pressure of weight having been recently resorted to with very satisfactory results. He also says, in regard to the cable, that the suggestion did not come from the Atlantic Telegraph Company, and when offers were made they only consented to entertain them on condition that they could contract for a similar one to be made, and ready for them in time to secure its being laid at the earliest practical moment in Spring. Mr. Field briefly disposes of other false insinuations against the company by asserting that they have nothing to conceal, and that their acts are open to public scrutiny.

Dr. LIVINGSTONE ON THE COMMERCIAL PRODUCTS OF AFRICA.—Dr. Livingstone, the great African discoverer, after having been complimented at Dublin by the Viceroy and savans, has this week been paying a visit to Manchester, with the view of forwarding the arrangements which are contemplated for enabling him to return with increased means for carrying out his great work of opening up Central Africa to commerce, civilization, and Christianity. On Tuesday Dr. Livingstone was received on "Change" by the merchants and manufacturers, and enthusiastically greeted. On Wednesday he met the members of the Chamber of Commerce, Commercial Association, and the Cotton Supply Association, at the Town Hall, and had a most hearty reception. An address was presented to him, congratulating him on his safe arrival in England, and alluding to the great good which his discoveries in Africa were capable of rendering to this country. Dr. Livingstone, in reply to the address, mentioned in as in other occasions, the fine field of commercial enterprise which Central Africa promises to become, and remarked on the fertility of the soil and its capability of supplying cotton, sugar, and many other products of great value to England. In reply to a question by Mr. Chebham, M. P., "What article, as a medium of commerce, could the natives best cultivate at the present moment?" Dr. Livingstone replied that cotton would be the best for them to begin with, and that they would cultivate it if they were assured of a market. In Angles, he added, skilled labour would be had for 4d a day, field labour for 2d, and he believed it might be got, by paying in cotton, the usual currency of the country, at about 1d a day. He proposed, on going back, to distribute cotton seeds among all the chiefs on the banks of the river, and endeavor to give the impression that all they produced would be purchased. The beginning must be necessarily small and not profitable, but he thought if the natives could be engaged in lawful commerce it would put an end to the slave trade in all that central region. Mr. J. A. Turner, M. P., then proposed a vote of thanks to the doctor, congratulating him on the success of his travels and pledging the meeting to urge the Government to supply him with a steamer to enable him to make further discoveries in the country to which he is about to return. Mr. Chebham, in seconding the motion, contrasted the importance of the discoveries in Africa to this country with what could have resulted by the discovery of the "North-West Passage," on which vast sums had been expended. The resolution was of course carried.

The Indian Relief Fund at London exceeds £200,000. A meeting was called at Liverpool on the 14th, to inaugurate a subscription. Similar movements have taken place in various parts of England.

The Submarine Telegraph to connect Europe to Africa was successfully laid on the 9th between Bona and Cape Town, a distance of 145 miles, and was submerged more than two miles in the deep part of the distance.

The East India Company had chartered twelve more steamers to convey troops to India, including the Great Britain and Leopold the First.

The removal of religious missions at Belfast had caused the Government to issue a commission of enquiry into the matter, with a view to punish the offenders, and adopt preventive measures in future. The Government promises prompt and vigorous action.

There was a religious riot at Belfast, Ireland, on Sunday, owing to street preaching. The constabulary force fired upon the mob, killing one person, and wounding several others.

Additional troops are under orders for embarkation to India, which will make a total reinforcement from Great Britain of 40,000 men.

UNITED STATES. THE LOSS OF THE CENTRAL AMERICA. The American papers devote much space in detailing all the incidents connected with the melancholy loss of this unfortunate steamer, which was derived from the surviving passengers.

The Central America sailed from Havana on Tuesday the 8th Sept, with 525 passengers and 104 officers and crew. On the following day a gale sprang up, which increased in violence until Friday, when the vessel was found to have sprung a leak, which continued to increase, notwithstanding the exertions of those on board, until the water put out the fire, leaving the vessel at the mercy of the waves.

Captain Badger, one of the rescued passengers of the Central America, states that the gale increased until 7 o'clock on Friday, the 11th, when it was perceived that the engine had stopped, and the ship fell into the trough of the sea, which caused her to make considerable water around the hull and the lower deck lights. It was afterwards ascertained that the cause of the stoppage of the engine was the neglect of the fire and engine department of getting coal along from the bunkers to the fire room fast enough to keep up the fire, consequently all the engines stopped, as well as all the pumps attached to the engines.

The deck pumps were out of order, and at Capt. Badger's suggestion companies were organized, whilst the other gangs and deck hands went down to pass the coal along. By this time the fire was put out, and the water began to be hoisted in the hold of the ship, and the steam engine was ordered to stop. The water then lay at the mercy of the waves, but it did not labor hard. We then started several gangs, and the only chance was to save the ship, but she was beyond repair, and the foremast to be cut away, which was done about six o'clock.

From four o'clock till eight the water was kept at bay. An attempt was made to raise steam in the donkey boiler. Berths were torn down and thrown into the furnace to raise steam to start the pumps, but all to no avail. The cause could not be learned. A ding was prepared, but failed, and the ship continued in the trough of the sea. Bailing still went on vigorously, and was kept up all night by gangs, who were changed as they became exhausted.

Towards morning the men were beginning to fail and the water to increase and grow up in the hold of the ship. At four o'clock on the morning of Saturday, the 12th, the gale abated, with a heavy sea running. They were encouraged by myself and others with the assurance that the ship would hold out. Every passenger remained cool, and seemed to forget his danger in the united efforts to save the vessel. There was no sleeping or exhibition of despair, even on the part of the females. At eight o'clock another attempt was made to raise steam in the donkey boiler, to pump the ship, but without avail.

One proposed to box the pumps, but on enquiry no carpenter or tools could be found, and the water gained rapidly. The sea shaft was shrouded in heavy blankets to stop leak, but the water burst through. At two o'clock on Saturday, a sail was reported to windward, and at half-past three she was under the stern. Boats were immediately lowered, but two were stove instantly by the sea. Three boats still remained, one in a bad condition.

At 4 o'clock, the work of removing the ladies and children to the deck was begun, and they were taken to the life-rafts, which were much higher than the ship, but by this time drifted away to leeward.

The distance was considerable, and the boats were long in making the land, and there being a heavy sea, but few could be carried at a time. After sending the ladies and children, the engineer and some fifteen others were embarked on the brig.

By this time it was dark. The work of bailing was still kept up, but the water gained faster upon the vessel. As the boats successively approached the ship, a simultaneous rush was made by the passengers to get aboard, and it was apprehended that the boats would be filled and stove.

It was now dark. About two hours before the sinking of the ship a schooner ran down under her stern, but could not render any assistance for want of boats. The work of bailing went on until within an hour of her going down. Two lights of the above vessel were now seen far to leeward. Rockets were fired from the wheel, but went downward. The immediate sinking of the ship followed.

Capt. Herndon remained at the wheel up to the moment her going down, which was eight o'clock, Saturday night. I was standing on the quarter-deck. Some jumped over and put out from the now rapidly descending ship, and sat on whatever they could. No one shrilled or cried, but all stood calm. The captain believed only, and said he would not leave the ship.

I promised him I would remain with him, as also did the second officer, Mr. Fraser. All at once the ship, at the agony of death herself, made a plunge on an angle of 45 degrees, and with a shriek from the engulfed mass, she disappeared, and five hundred human beings floated on the bosom of the ocean with no hope but death.

At quarter-past one o'clock in the morning the Norwegian bark Ellen came running down with a free wind. The cries of distress reached those on deck and they have to under short sail.

The task of rescuing the passengers was nobly commenced, and by nine o'clock the next morning forty-nine had been picked up. Diligent search was made until twelve o'clock, but no more could be rescued. They then bore away for Norfolk with a fair wind and arrived at Cape Henry on the 17th, when myself and four others embarked in the pilot boat and arrived in Norfolk.

It would appear from some of the statements that the steamer was unseaworthy, as her pumps were out of order and the donkey engine unseaworthy at the critical moment. It is thought that if steam could have been kept up, the ill-fated vessel would have survived the gale.

The Central America was built in 1853, and was originally named the George Law. She was of the burden of 2600 tons.

The steamer Empire City arrived at New York on Sunday, via Norfolk, with thirty-one of the passengers and crew of the lost steamer, saved by the brig Ellen, and sixty saved by the brig Marine. The Empire City met the other vessels in Hampton Roads, on their way to Norfolk, when the passengers were transferred to her.

THE SAFETY OF OFFERS BELIEVED BY THE PASSENGERS.—The following facts were ascertained on Sept. 20. A dispatch to the Petersburg Express, from Norfolk, yesterday, says the passengers saved by the Marine think that others have been rescued, as they saw several lights in the distance on the fatal night.

They entertain strong hopes of the safety of Capt. Herndon, who was on the wheel-house when the ship went down. He was last seen clinging to a plank, struggling manfully for life.

When the survivors of the Marine entered the parlor of the National Hotel, Norfolk, thrilling scenes were presented. Ladies would look around, and failing to recognize husbands, brothers, or sons, would give utterance to their grief in long cries, or fall helpless to the floor. The scene was distressing in the extreme, and beggars description.

A meeting of citizens was held for the relief of the distressed, at which \$800 were raised for the grounds. The clothing stores were thrown open, and apparel furnished to many who were nearly naked.

Chief Engineer Ashby publishes a card on Monday, asking a suspension of opinion. Dr. Harvey of Gloucester, awards great credit to Capt. Herndon, and all officers except Chief Engineer Ashby. They stood by their posts nobly, and went down with the ship.

Great praise is also awarded to Capt. Johnson of the Ellen, and his men. RELIEF FOR THE DESTITUTE.—Baltimore, Sept. 20. A number of destitute widows and orphans are here, and collections are making for their relief. \$3000 were subscribed for this purpose at Norfolk.

New York, Sept. 30. At a meeting of our citizens \$900 were raised for the relief of the passengers of the Central America.

St. Helena.—We learn by advices from St. Helena that the Emperor Louis Napoleon has purchased the site of the tomb of his uncle, the late Emperor Napoleon, and Longwood the farm on which the conquered emperor died, last year were passed, for £18,000. Commissioners are expected soon to arrive for the purpose of putting Longwood in complete order, and decorating the grounds. A fine monument is also to be erected over the tomb.

NUMBERING THE STARS.—A most magnificent and interesting work is now being issued at Paris, a complete map of the heavens, as far as our knowledge goes, prepared under the auspices of the Imperial Observatory. It is composed of sixty-five plates each of which indicates the position of 25,925 stars of the third magnitude, or 1,039, 125 in all.

A DISTRESSING AFFAIR.—Letters were received in this city last steamer, conveying the following intelligence concerning the family of Mr. Wm. Lay, who left Halifax for the Antipodes a few years since, and has since resided at Adelaide, South Australia. His eldest son, about 21 years of age, having gone to the Ballarat gold diggings, was killed, at the bottom of a mining shaft, by the falling of some part of the windlass upon his head. Upon the sad news being conveyed to his parents, their eldest daughter, about eighteen or nineteen years old, became so affected by it that she took a dose of poison, causing death before medical aid could be made available. Halifax Recorder.

The Halifax Journal learned from an authentic source that on Monday, the 6th Regiment, in the Citadel, formed a square, when Colonel Hill addressed them in a very feeling and pathetic manner—touching on topics that wring human nature revolt at the bare mentioning, showing forth the cold blooded atrocities committed upon their fellow countrymen and fellow beings by the inhuman inhabitants of the East, who have either spared father, mother, nor the dear innocent babe suckling at a mother's breast—after which he propounded the question: "Will you volunteer for the East? Yes! was the response proclaimed with three rounds of loyal applause."

RAILWAY PROGRESS.—We understand that it is intended to survey, locate and put under contract, those portions of the E. and N. A. Railroad extending from Hampton to Sussex county, Va. about 20 miles, and from the Bond to Selwyn, fifteen miles, the fall. We think they were compelled to do so, for two reasons; first, from the abundant harvest and prospect of cheap provisions and dulness of trade in the Province, their contract will probably be taken at low rates, and afford employment to many who otherwise would have to leave the country, and second, because until the Railway is completed and running through, it can neither benefit the country, as it ought to be, nor begin to pay for its cost, and at least two steamers weekly between Halifax and the head. One steamer of weekly between Halifax and Miramichi, and a line of propellers between Quebec and Halifax.

This will connect North and South, and we believe will bring a new era in the Provincial business. There is now we believe, every reason to hope that the trains will run by 15th June next to the nine-mile house, from St. John.—St. John Courier.

Lost Voice Recovered! New Bedford, Aug. 10. Mr. S. W. Fowle, having seen many certificates published in relation to Dr. Wm. Chert's Wild Cherry, I take this opportunity of offering a word in its favor, which you are at liberty to publish. A few months since, my wife's lungs became so much affected by a sudden cold, that she lost her voice, and suffered severely from pain in the breast. Her situation caused her friends much alarm. Having heard your Balsam strongly recommended by those who had used it, I purchased a quantity of your agent in this place. She took it according to directions, and it produced a wonderful effect. Before using the bottle, she had completely recovered her voice, the pain subsided, and her health was soon fully restored.

Years truly, (Signed) HENRY G. BRIGHTMAN. None genuine unless signed I. BUTTS on the wrapper. BROTHERS W. FOWLE & Co., 138 Washington Street, Boston. Sent by their agents every where. Agent for P. E. Island, W. R. WATSON, and sold by dealers generally.

Holloway's Pills purify the secretions which enter into the composition of the blood, and thus produce a salutary effect upon every organ; for the blood feeds and sustains every fibre of the body. The cures accomplished by his famous remedy are complete, because it expels from the circulation the seeds of disease. The oldest practitioners are themselves struck at the rapidity with which chronic diseases and liver complaint are eradicated by Holloway's Pills, after all the operations and trials in their respective branches have been tried in vain. The philosophy of the matter is this:—The system is first relieved of the poisonous influence which preyed her action, and then assisted in her efforts to reconstitute the system.

Wild Cherry Bark and Tea, by an ingenious combination with a few other simples, afford the most salutary means for the cure of consumption of the lungs. Dr. Wm. Chert, in his Patent of Wild Cherry, has produced a remedy of equal value.

The Maria.—The British Mail arrived on Friday night, but gives us no further news from India. Some interesting items of news will be found, however, in our columns. From the United States we have the sad intelligence of the loss of the Steam Central America, with 500 lives and a large amount of treasure.

We see no further news of importance by the steamer this morning.

The Rev. Mr. Dreddick (D.V.) preached in Temperance Hall, up stairs, Sabbath next, at 11 o'clock; a.m., and half-past 8, p.m. in connection with the Presbyterian Church of New Scotia.

The Rev. William Hall will preach (D.V.) in the Baptist Chapel on Sunday next, the 4th inst, at 11 and half-past 8.

His Excellency the Lieutenant Governor in Council has been pleased to make the following appointments, viz:— Mr. ARCHIBALD STEWART, of Township No. 15, to be a Commissioner for the recovery of Small Debts for Pictou County, in the place of Charles Stewart McNeill, Esquire, who has removed from the Island.

Mr. JOSEPH ROBERTSON, of Restico, to be a Preventive Officer and Landwarder, in terms of the Act for raising a Revenue. His Excellency in Council has also been pleased to establish a Post Office at Capraud, and to appoint NEAL McNEILL, Esquire, Postmaster, in terms of the Act of 14 Vic., chap. 12.

Married, At Pictou, on the 23d inst, by Rev. James Byrne, Mr. John Smith, Summerisle, and Miss Edward Innes, of Miss Christie, of Pictou.

PORT OF CHARLOTTETOWN. Sailed for St. John's, Sept. 29. 23th, Bee, Oulton, Pagwas, Liverpool, Angouleme, Barber, Richibito, boats. 24th, Virgin, Bessie, coal. Dove, Hams, do. Trevelyan, Webster, Shadie, do. 25th, Ellen, Penty, Pagwas, limestone. Velocity, Mechanism, do. 26th, Virgin, Bessie, coal. Dove, Hams, do. 27th, Sovereign, Purdy, Pagwas, ballast. Mary, Arctico, Penty, ball. 28th, Sch. Lively Lass, Robertson, Pictou, ballast. 29th, Sch. Blyth, Gagne, Quebec, fish. Bee, Oulton, Pictou, ballast. 30th, Sch. Blyth, Gagne, Quebec, fish. Bee, Oulton, Pictou, ballast. 31st, Sch. Blyth, Gagne, Quebec, fish. Bee, Oulton, Pictou, ballast.

Arrivals in Europe from hence. Isabella, Barcelona, Liverpool, Sept. 6. Faithful, Kell, Gloucester, Sept. 7. Sailed for P. E. Island, From Liverpool, Sept 28, Isabel, McDonald, 10th, Aurora, Hobbs.

It is very strange that some people will endure Rheumatic pain for days and nights, while a few applications of Perry Davis' Pain Killer, which can be procured at any store, will entirely relieve them.

Charlottetown Markets, Sept. 26, 1857. Beef, (quarter) lb. 24 a 54d Fowls, 74 a 1 00 8d a 44d Pork, 84 a 1 00 Turkey, 44 a 75 00 5d a 6d Eggs, dozen, 58 a 70 00 Ham, 84 a 1 00 Oat, bush, 2a 2 30 3d a 4 00 Butter, 14d a 1 84 Tar, 14d a 1 84 1 1/2 a 1 84 Do. by Tub, 1 1/2 a 1 84 Hay, ton, 7 00 a 8 00 1 1/2 a 1 84 Do. by Tub, 1 1/2 a 1 84 Sheep, 1 1/2 a 1 84 1 1/2 a 1 84 Pearl Barley, 2 1/2 a 2 1/2 1/2 a 1 84 Oats, 1 1/2 a 1 84 1 1/2 a 1 84

A CHEAP BOOK. AN ACCOUNT OF DR. KANE'S Expedition in search of Sir John Franklin, full of interesting and exciting adventures, and illustrated with 150 descriptive engravings. Price 3s. GEORGE T. HAZARD.

OCTOBER 1st. THE LATEST BOOKS RECEIVED at G. T. HAZARD'S BOOK STORE, are—Romney Rye, by George Morrow; Fortunes of Glencoe, by Charles Lever; The Athlone, by Margaret Oliphant; Nothing New, by the author of John Halifax; Lessons, D'Orcy, by James; Rose of Ayrshire, by Emma Wynne; Miss Bron's Works, in uniform volumes.

To Freeholders, Merchants, Mechanics, and also to Tenantry on parts of Townships Nos. 53, 57, 58, 59, 60 and 62. THE LOCAL GOVERNMENT not being in a position to purchase the above Property, I now offer, on advantageous terms, at PRIVATE SALE— TWENTY THOUSAND ACRES

of fine FERTILE LANDS on these Townships, in LOTS from one to five hundred acres, in quantities of 25, 50, 75, 100, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000.

of fine FERTILE LANDS on these Townships, in LOTS from one to five hundred acres, in quantities of 25, 50, 75, 100, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000.

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of fine FERTILE LANDS on these Townships, in LOTS from one to five hundred acres, in quantities of 25, 50, 75, 100, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000.

of fine FERTILE LANDS on these Townships, in LOTS from one to five hundred acres, in quantities of 25, 50, 75, 100, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000.

of fine FERTILE LANDS on these Townships, in LOTS from one to five hundred acres, in quantities of 25, 50, 75, 100, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000.

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