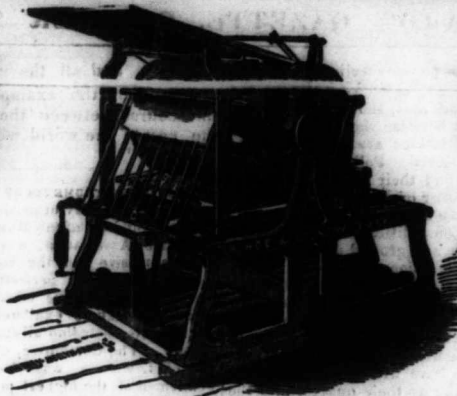


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GAZETTE

JOURNAL & ADVERTISER.

WEDNESDAY & SATURDAY.

Established 1823.

Charlottetown, P. E. Island, Wednesday, October 29, 1856.

New Series, No. 389.

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News by the English Mail!

The *Arabia* arrived at Halifax at 10 a. m. on Thursday.
BRITAIN.—Parliament is further prorogued till 13th November.
The English Telegraph Company gave a banquet to Professor Morse in London on the 9th. Many guests connected with science and chemistry were present. Professor Morse has succeeded in telegraphing a distance of two thousand miles at the rate of 210 signals per minute, thus proving the practicability of an Atlantic communication.
The Congress for the settlement of the points of disagreement between Russia and the Allies will forthwith assemble in Paris at the Hotel of Foreign Affairs, and it is contemplated that the whole will be arranged in one or two sittings.
Telegraphic accounts say that the Austrians, four thousand strong, have occupied Galatz and other points on the Danube, and that if this be true, and Turkey has assented to the occupation, the Danubian Commissioners will return home. It is however expected that Austria will be called on to evacuate the principalities at once by the Congress at Paris, and that she can adopt no other course than obey.
Cotton, Corn and general produce markets are steady with a fair amount of business. Money although dear is not scarce.

FRANCE.—The final quotations of the French Three on the Bourse on Friday evening were 6680 for money, and 6710 for the end of the month, showing a recovery of one quarter per cent. M. Magne, minister of finances, has published a lengthy report in the *Moniteur* on the finances of the present year and views them favourably. The Bank of France monthly return shows equal to two and a half million pounds sterling decrease of bullion; but the deficiency has not caused so much depression as was anticipated.

RAILWAY ACCIDENTS.—Canada papers contain an account of a "Terrific Collision" on the Great Western Railway, near the town of London. Three cars were burned, five smashed to atoms, and a great number of cattle killed or maimed in a frightful manner. Fortunately no human lives were lost, and little personal damage was done. The passenger's baggage, mails, and Express Company's baggage were destroyed by fire.

On the Grand Trunk Railway three men were killed on the 12th. They were in a hand car returning home from work in the evening. They were run into by a train—two killed on the spot, and the third so seriously wounded that he died shortly after.

The barque *Sua Rankin*, at this port, from London, brought fifty barrels of gunpowder for the Garrison here, which were landed and conveyed to the Magazine at Fort Howe. We learn that she also brought a quantity of small arms, of the most improved description.—*Newbrunswick*.

ITALY.—The direct news from Naples to the 20th ult., intimates that the King is still determined to resist all demands and remonstrances; the opinion is now general that the Neapolitan question will be settled without hostile demonstrations, notwithstanding the rumours to the contrary, which continue to be previously circulated. Some of the German papers report that Ferdinand

has been induced to make certain concessions, and that Gen. Damartini, the Austrian Ambassador at Naples will, it is hoped, complete what Baron Hubner has commenced. Martina is bearer to Ferdinand of an autograph letter from Francis Joseph, (Emperor of Austria) in which he is implored in the name of the relationship between the two courts not to draw down misfortunes not only on Naples, but on the whole of Italy. Meantime Ferdinand is about to send a very voluminous despatch to the European powers containing a defence of himself and his Government. Two English ships of war with Admiral Dundas on board were at Ajaccio, and more were expected. The French fleet continues at Toulon. A strong Russian fleet, commanded by the Grand Duke Constantine, is to go into the Mediterranean merely as a guard of honour to the Empress Mother during her tour in Italy. A Spanish fleet is on hand to act merely as a police of the Spanish islands, and an Austrian squadron is to cruise in the Adriatic solely for exercise.

SWITZERLAND.—M. de Solignac Fenelon, French Ambassador to the Swiss confederation paid an official visit on the 21st inst., to M. Stampfli, President of the Swiss Confederation, for the purpose of asking from him in the name of the French Government an amnesty of the Royalists of Neuchâtel; it is believed that the Federal Government would assent to his request only on condition that the king of Prussia shall renounce his claims on the principality.

DENMARK.—The *Fatherland* newspaper (not a good authority) announces that the question of the Sound Dues is settled. England and Denmark have come to an arrangement; the land transit is to be reduced.

TURKEY.—Uneasiness is felt for the tranquillity of Syria. There is nothing important from Turkey proper, except a rumour that the majority of the commissioners for the Danubian Principalities, have refused to discuss the proposed question until the Austrian troops evacuated and until the Sultan decreed the meeting of the Divan on such terms as embodied in the protocols of the treaty of Paris.

INDIA AND CHINA.—The mail at Trieste has dates from Calcutta to the 8th of September, Melbourne 12th July, and Ceylon 16th September.—Preparations for Persian expeditions were vigorously carried on in all departments in India. Two steamers have been despatched in haste from Calcutta to the Persian Gulf. The Indian Government had opened a new four and a half per cent. loan for an unlimited amount which had disturbed the money market. Bombay exchanges were 2½ to 3. At Melbourne, wet weather caused a temporary depression in trade, and there was a decrease in gold production, but there were signs of a revival and commerce was sound.

Extensive alterations are in progress at Chatham for carrying out an order by the War Secretary, that the whole of the married non-commissioned officers and private soldiers belonging to regiments and depots of the provincial battalions shall be supplied with separate rooms, apart from the unmarried soldiers.

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NEWS OF THE WEEK.

(From Wilmor's European Times of Oct. 11.)

The Crimean banquet in Dublin promises to be a very telling affair. It will be a monster dinner—1000 soldiers and 2000 civilians. The tickets, a guinea each will make the company somewhat exclusive, and it will take place on Wednesday, the 22nd inst. The Lord-Lieutenant will be present, and many of the nobles and gentry in Ireland. The subscriptions for the purpose are likely to reach £3000, so that as far as the mere feasting goes there will be nothing to desire. Turning to another and more permanent phase in the history of Ireland, the seventh report of the Encumbered Estates Court shows that nearly twenty millions sterling have been obtained by the sales therein. The exact sum is £18,299,350 14s. 9d., but what is still more surprising is, that only a ninth of this amount has been paid by English, Scotch, and foreign purchasers.—a reform which the public on this side of the channel will hardly be prepared, recollecting how much we have heard of recent years respecting the introduction of British capital into Ireland. Nevertheless, the country is progressing. Many of the small farmers are making money, and the squalid misery of the peasantry is fast disappearing. In the South and West the wretched hovels, unfit for human habitations, are still numerous, but even in this respect we are told the future is hopeful, and when the soil gets into more energetic hands this evil will be greatly diminished.

The interest of the week centres in France. The financial position of that country is alarming, and a belief current that the suspension of specie payments is inevitable. Public confidence is evidently shaken, and the habit of hoarding has become general—the best proof of the unhealthy condition of society. The drain from the Bank of France serious, and much distress has arisen from the absence of a silver coinage to meet the requirements of society. France is rapidly drifting towards a panic, and a financial writer of authority gives this gloomy view of things—“A few days will determine whether the evil is about to assume fatal proportions. Should the next week pass quietly over, so as to allow the more favourable accounts from Germany and China to produce an effect, while the high rate of discount is checking importations and inducing sales of produce and manufactures, the crisis will perhaps be found to have been surmounted. If this result should not be witnessed, and the people in blind confusion should still rush to the Bank, there can, of course, be no termination other than a suspension of specie payments. At present the Emperor is said to have an insurmountable aversion to a suspension of cash payments.” The population of Paris is in a very feverish state. The artisans of the faubourgs are deeply incensed against the Government. The high price of the necessaries of life, the pressure of house-rents, and the want of employment, are producing deep and general discontent. The long absence of the Emperor from Paris has added to the complications, and as Louis Napoleon is considered to be himself the Government, this unfortunate condition of things sorely impairs his popularity. In fact, matters appear to have come to such a pass in the French metropolis that nothing which can possibly occur there will occasion surprise. Hitherto the genius of the Emperor has proved strong enough for any emergency, and the present is the time for testing the strength of his resources. Never since the coup d'etat was he in such peril. M. Magne, the French Minister of Finance, has submitted to the Emperor a statement in which he paints in very glowing colours the prosperity and resources of the country, and he shows that although France has had to endure at the same time war, cholera, inundations, and prolonged dearth of provisions, this accumulation of calamities has not induced disorder, nor checked trade, nor led to a diminution of the revenue. If an impatient and discontented people could be satisfied with reasons, this State paper ought to set every thing right, but the difference between the theoretical prosperity here delineated and the actual misery which exists tells against the Minister's assumptions. The Neapolitan question pales before the more alarming condition of France. Bomba, it is now said, evinces a desire to trace his steps, and has expressed a readiness to send a representative to the Paris Conference next month. In the meantime two British ships-of-war were in the harbour of Ajaccio in Corsica, and three others were immediately expected.

POLITICAL ARRESTS IN FRANCE.

The Paris correspondent of the Times, writing on Saturday evening, the 4th, says:—“A good many persons, some say 100, were arrested the night before last in the Rue Moufflard and in other streets of the 12th arrondissement. The parties are charged with being implicated in the plotting up by day, and particularly by night, placards of a very menacing character. These placards threaten death to the proprietors, demand ‘cheap bread or—’ recommend the most summary measures against the owners of house property, and several of them used very disrespectful and even menacing expressions towards the Emperor himself. Such

angry ebullitions of popular feeling, occurring at the moment when the working classes are called on to pay their rent, show the sort of relations which exist between them and the proprietors. Those relations are the worst that can possibly be imagined. Political economists tell us that things find their level, and are of general benefits sooner or later. They are, no doubt, right, but the classes I speak of have rather loose notions on political economy; they only feel that they are ground down by high rents and as high taxation, and they are discontented. It may be true, as the *Moniteur* lately stated, that for every house pulled down four or five new ones have been built, but it is equally certain that those who occupied the old houses could no more become tenants of the new edifices which have arisen on their sites than they could take up their quarters in the moon. Rent has quadrupled within the last four years, and the condition of thousands whose income has continued stationary must be deplorable. In the newly-constructed houses rent is enormously high; in some of the principal streets it is not uncommon to find a second and a third floor, unfurnished, let for 10,000f. (£400) which a few years ago might be had for less than one-fourth. But it is not merely in new constructions that this increase is found. Houses which have hardly undergone any repair—which have been untouched by the brush of the painter or varnisher—have risen with the same rapidity, so that anything like cheap or even moderate lodging is out of the question. People who invest capital in building do so unquestionably for profit, and they have a right to fix whatever value they please on their property; but it is undeniable that many house proprietors are most grasping and remorseless in their exactions. What with the high price of provisions of all kinds and enormous house-rent, it is difficult to understand how not merely the working classes, but also the small employes under Government and clerks in commercial houses, can manage to live. At this conjuncture, so critical to so great a portion of the public, I am assured that many families have been thrown upon the street. They know not where to go for shelter, for the new landlord will be found as exacting as the one that ejects them. This hatred, just or unjust, against the proprietors, is intense and general, and if ever any disturbance takes place there, I fear, will pass a *mauvais quart d'heure*. I have seen the transcripts of one of the placards torn down by the police the night before, with the words, ‘*Tue ton propriétaire; je tuerai bien!*—*Mort aux propriétaires!*’ and other specimens of the same kind. The Government is, as usual, made accountable; and the rapacity of the proprietors, as the failure of harvests and ineluctable seasons, should all be prevented or remedied by it. As might be expected, the demagogues take advantage of this fermentation in the low quarters of the city, and do their best to stir up the old spirit of revolt. Precautions have been taken, and patrols have for some few nights past perambulated the faubourg to prevent any explosion on the part of the working classes, discontented and irritated as they are.

TRADE WITH JAPAN.—We read in the *Moniteur de la Flotte*:—“Our last accounts from the Chinese seas mention a highly interesting fact. The Emperor of Japan, being anxious to adjust various questions connected with the recent treaties he has concluded with the several governments of Europe and America, held on the 22d of June, at Jeddo, the capital of his empire, a solemn assembly of the principal lords and most influential personages of his court. It was decided at the meeting that two ports of the empire, those of Nagasaki and Hadodadi, should be open to the vessels of all nations. There they might repair, renew their provisions, establish depots of coal, &c. The other ports of the empire, moreover, are to be accessible to vessels in distress, which may take refuge in them, but will have to put to sea the moment the danger is over. No foreigner to be allowed to penetrate into the interior of the country without a special permission from the chief of the state. No decision had yet been come to with regard to the commercial question. The right of trading with Japan is still exclusively maintained in favour of the Dutch and Chinese, who have long possessed it on very onerous terms, having but one market open to them, that of Nagasaki. The new policy adopted by the government of Japan will be productive of incalculable results. Hitherto no foreign vessel could enter the ports of the country to rest or renew its provisions. The last decision of the court of Jeddo accordingly constitutes a great progress. Should China, Coshin China, the empire

of Assam, and all the other neighbouring states follow the example of Japan, the intercourse between the extreme east and the rest of the world would be completely changed.”

MUSICAL INSTRUMENTS OF DOMESTIC MANUFACTURE.—The display of musical instruments at the recent Exhibition of the Massachusetts Charitable Mechanic Association, was unquestionably the most extensive and the best, in the number of instruments and the perfection of workmanship, ever witnessed in this country. All our leading pianoforte makers exhibited from two to eight instruments, including all the grades they manufacture. The Committee, of which Gen. K. Oliver, of Lawrence, was the chairman, included gentlemen of the highest personal character and extensive knowledge of musical matters, so that the awards they have made are entitled to unusual consideration. Messrs Chickering & Sons have received the gold medal for Grand Pianofortes, and Mason & Hamlin for their Organ Harmonicon.

The silver medals are thus awarded: Timothy Gilbert & Co., for grand piano-forte; Hallett, Davis & Co., for semi-grand piano-forte; Chickering & Sons the first medal, and James W. Vose second medal, for square pianofortes; Mason & Hamlin, for melodeons; Henry N. Hooper & Co. for a chime of twelve bells; Theodore Hertelberg, for flutes; and Nathan Richardson, for ‘Modern School for the Piano-Forte.’ Hallett, Davis & Co. and Chickering & Sons are awarded silver medal for piano-forte cases.

Besides the above, it will be seen that bronze medals have been awarded seven different piano forte manufacturers; and nine diplomas are bestowed for musical instruments, including five for piano-fortes. At a meeting of Donald McKay's creditors, held this morning, it was thought advisable to state publicly that his assets are abundant, and his property is in such a condition, that a very short time will be required to liquidate all his liabilities, leaving him ample means to continue his business. We take pleasure in saying that the course pursued by him in this matter is highly creditable to him, and meets the approval of his creditors.—*Boston Traveller*, 25th.

HASZARD'S GAZETTE.

Wednesday, October 29, 1856.

LIGHTING THE STREETS.

On Monday evening this matter was mooted in the Common Council, and after an animated debate a committee was appointed to bring in a by-law for that purpose. The Charlottetown Gas Light Company, through Mr. Murphy their manager, has made an offer to find lamp posts and erect them, charging the City a reasonable percentage on the value for the use of them, and to light lamps at a charge in the whole, of £6 10s. currency per annum each lamp. This is an object of more importance than it would at first seem, for most people are apt to look at the lighting a city as a mere matter of luxury, to enable people to walk comfortably and without danger of losing their way or running foul of each other or being run over by carriages in the dark. There is, however, much more in it. A well-lighted town is a safer place of residence in every respect, than one destitute of such an advantage. It is, in the first place, a considerable safeguard against robberies and burglaries, and when combined with a police force, however small, has the effect of rendering houses as safe from attempts to enter them in the night as they are in the day. It is under cover of darkness, that the midnight robber, the riotous, or the dissolute, make their attacks. In a well-lighted street, neither the one nor the other dares show his face, or at least, follow his evil courses. No thief however bold, would be impudent enough to attempt to force a door or a window under the peering rays from a gas lamp; and the unprotected female would, for the same reason, be able to reach her home in safety; the dread of being recognized is a great preservative with such gentry. But say some, why guard against evils which do not exist? We have very few cases of burglary, and our city is remarkably at quiet night. It is with great pride we assent to such being the fact at present, but who will say how long such a state of quiescence and freedom from violence is to continue. Let any one look round and see how the city is advancing in population, let him mark the increased and increasing value of the goods and merchandises displayed in shop windows and in showplaces or on counters; and then let him ask himself whether these results will not be followed by their usual consequences. Our comparative poverty has hitherto stood us in stead, but as wealth increases, so will luxury, and this in its turn is the fruitful parent of vice. “Prevent the coming disease” is the maxim of a great physician. “When in peace prepare for war” that of the statesman. “Anticipate the rogue,” we say, as one of our great men has on another occasion said before us. Do not let them have time or opportunity of practicing their villainous arts. Let a band of business and virtuous men be formed and recruits will automatically

pour in from all quarters, and like all other things, they will increase and multiply, till it will be difficult, if not impossible, to eradicate them. Nor do we despise the luxury of a well lighted street. It is one of the nobler triumphs of civilization. Look into any book of travels, and how often do you meet with expressions like the following: “The streets are badly made, the side walks wretched and unsafe, and above all the place destitute of lamps or gas, renders walking after dark often unsafe and always disagreeable.” On the other hand, “The streets broad and well made, lighted up with brilliant gas and the side walks of convenient breadth, neatly kept and free from dangerous obstructions, we were enabled to pursue our way with equal facility and comfort by night as in the day.” Who would not sooner see the latter character of Charlottetown given by the stranger than the former, and if we can secure it at the expense of a few pence from each individual, ought we to grudge them to attain it? A beginning will have to be made, and the sooner, we think, the better. Cities as well as children need to be trained up in the way they should go, and as with the former so with the latter, the earlier in youth good habits are formed the more certain are they of being persevered in.

THE STORM.—We are beginning to hear of the effects of the storm of last week. We have had no communication with Nova Scotia since Wednesday, until yesterday, when a schooner came in from Pictou. The *Lady Le Marchant* broke her shaft after leaving Pictou, and was obliged to put back, since which time she has been lying there, putting in a new shaft, which was telegraphed for and sent down from Michibucto.

On Tuesday evening the *Schr. Lucy Ann* brought the British Mails and part of the passengers from ship *Majestic*, Michael Welsh, master, which vessel was reported, stranded near Pictou Lighthouse. We have gleaned the following particulars from Capt. Jordan, a passenger who came out in the *Majestic*. She left Liverpool on the 16th September, and experienced head winds and heavy weather getting down the British Channel. On Wednesday last she came through the Gut of Canso with a fair wind, but off Cape George the wind came ahead and on Friday morning passed Georgetown light and stood up the Gulf towards River John; the wind being heavy with thick snow, the vessel bore up for Pictou roads and came to anchor about 4 o'clock half a mile from the Lighthouse, in about eight fathoms water, during the night the ship dragged both anchors and about 2 o'clock commenced striking on the beach, but made no water until Sunday morning. When the passengers left on Monday she had nine feet of water in the hold. Messrs. Crerar, took charge of the vessel and had a steamer alongside to render assistance, and after the wind moderated two schooners were employed taking off Goods. The *Majestic* is owned by W. W. Lord & Co., and had a valuable cargo of Goods for merchants in the City, of not less value than £36,000 Sterling.

The *Schr. Lilly* left this Morning with the Mails for Pictou, but returned again at 2 o'clock, being unable to make headway against the gale.

A Barque from Quebec bound for Grenock was cast away at East Point, and the Master, Mate and two of the crew lost, particulars had not come to hand.

- Arrivals in Europe from hence.
CORX, Sept. 20—Alma, Taylor.
GRAVENSBOND, Sept. 20—Bozer, Lang. 29—Fanthus, Salmon.
DUBLIN, Sept. 20—J. M. Teran, May.
PLYMOUTH, Sept. 23—Marcella, Fox.
LIVERPOOL, Oct. 1—Margaret, —. 2—Velly, Camp. 3—Folly, Campbell.
Sailed.—CANBY, Oct. 3—Carolina, Harris.

Ship News.
The American fishing schooner *Reinder*, of Newburyport, United States, Capt. Russell, drove ashore on Thursday afternoon at Malpas Bay, and now lies high and dry under Montserrat's Point.
CORX, Sept. 29.—The *Alma*, Taylor, from Buenos Ayres, which arrived at Queenstown 24th Sept., had lost ballast and deckload during a gale 22d Sept., in lat. 33 N., lon. 14 W.

Died.
At York Lodge, on 29th inst., after a protracted illness, Christiana, eldest daughter of Mr. James Watts, in the 41st year of her age. Funeral to take place to-morrow 30th inst., at 2 o'clock, when friends are requested to attend.

POSTPONEMENT!
THE Sale of PROPERTY owned by Mr. DAVID WILSON, advertised to take place this day, is POSTPONED until WEDNESDAY 12th NOVEMBER, 1856, at the place at the Old Mill, Beulah, at 12 o'clock, when the Auctioneer, WILLIAM DODD, will sell the same.
Charlottetown, Oct. 29, 1856.

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AUCTION

IMPORTANT SALE OF Household Furniture, Stock, Crops, Farming Implements, &c.

Valuable Household Furniture, Horses, Cows, Sheep, Pigs, Hay, Straw, Oats

A BARGAIN! FOR SALE, that pleasantly situated COTTAGE and Pinnacis adjoining the Property of Mr James DAVIS, and fronting on King's Square.

TO BE SOLD. Farm at present in the occupation of Mr Andrew Smith, at the Coopers Road, Belfast

Green, Chocolate & Ground Spices, JUST RECEIVED, per Elizabeth, from Halifax

A Card. Member, and Licentiate in Midwifery, of the Royal College of Surgeons, London; late Surgeon in the British Medical Staff attached to Omar Pasha's army during the Crimean War

MISS DOUGLAS respectfully informs her pupils that she has this day re-opened her school at the corner of Fernald and Richmond Streets

JUST RECEIVED! SYRIA and the HOLY LAND, being a course of Lectures given by GAZDNEY M. WOLFE

City Weighing Machine. THE subscriber begs to announce to the public that he has received the above WEIGHING MACHINE from the City Authorities

Wanted. Teacher for the Campbells School, WANTED a Teacher for the Liberal Arts given in addition to the Government Grant

PAPER HANGINGS! THE BEST AND MOST DURABLE

Lescher's Stroph, &c. 10 BONES Lescher's best London Stroph, 5 lbs, Glenfield Patent do, 1 cent, Thunb Blue, &c. Fine Rodin. W. R. WATSON

APOTHECARIES' HALL. The Old HOUSE, Established 1810. CHARLOTTETOWN, MAY, 1856. T. DESBRISAY & Co.

God Liver Oil. WARRANTED Pure and Fresh, sold by the Bottle, or in any quantity wished. W. R. WATSON.

A MARVELLOUS REMEDY! FOR A MARVELLOUS AGE!

HOLLOWAYS' OINTMENT. THE GRAND EXTERNAL REMEDY. By the aid of a microscope, we see millions of little openings on the surface of our bodies

ERYSIPELAS, RHEUMATISM AND SCORBUTIC HUMOURS. No remedy has ever done so much for the cure of diseases of the skin, whatever form they may assume, as this Ointment

SORE LEGS, SORE BREASTS, WOUNDS & ULCERS. Some of the most scientific surgeons now rely solely on the use of this wonderful Ointment, when having to cure with the worst cases of sores, wounds, ulcers, glandular swellings, and tumours

PILES AND FISTULAS. These and other similar distressing complaints can be effectually cured, if the Ointment be well rubbed in over the parts affected, and by otherwise following the printed directions around each part

Both the Ointment and Pills should be used in the following cases: Cancer, Sore-throat, Bad Legs, Concreted and Salt Shirddresses, Bad Breasts, Glandular Swellings, Sore-heads, Burns, Elephantiasis, Sore-eyes, Bites of Mosquitoes, Furbles, Sore-ankles, Itch, Gout, Glandular swellings, Soft Corns, Fleshy, Tumours, Ulcers, Chloric-acid, Rheumatism, Wounds, Chapped hands, Scalds

Sold at the establishment of Professor HAZARD, 241, Strand, (near Temple Bar), London, and 69, Maiden Lane, New York, also by all respectable Druggists and Dealers in Medicines throughout the Civilized World

NEW BOOK OF POETRY

Geo. T. Hazard's Book-Store. Price, 4s. 6d.

NEW FALL GOODS! ALBION HOUSE, Queen Street

DRY GOODS. This stock having been selected from the best and cheapest markets, we will offer it at the lowest possible Cash prices

STREETLY & COUCHMAN, thankful for the patronage which they have met with since they commenced business, take this opportunity of informing their customers in general, that they have received their FALL STOCK of

THE STEAMER ROSEBUD will sail for every Tuesday and Friday morning, at 9 o'clock, and return from Sherbro, each trip after the arrival of the Boat from St. John

Teacher Wanted. WANTED a Teacher for the Campbell School, and for the Liberal Arts given in addition to the Government Grant

PAPER HANGINGS! THE BEST AND MOST DURABLE

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(Correspondence of the London Morning Post, Sept. 22d.)

TO AMERICA BY THE ST. LAWRENCE, AND CANADIAN TRADE.

Sta.—Having noticed in your issue of the 12th inst. an article from the *Montreal Herald* in reference to the mail steam service between Liverpool and North America, and its influence on Canadian trade, I shall feel obliged for space in your columns briefly to advert to the same subject, which at present is exciting much attention in Canada, and cannot be a matter of indifference to the Government and people of this country.

The question is, shall the trade of Canada and of the Western States of America flow through American channels of communication between the ocean and the interior, or shall that trade pass through Canadian channels? I shall attempt to show that, by the present large subsidy given by the British Government for the ocean mail service to Halifax, Boston, and New York, while no aid whatever is given to ocean steamers by the St. Lawrence, a great injury is inflicted on Canada, and an influence thereby created which tends powerfully to attract and has attracted trade to the Atlantic ports of the United States; that the mails can now be delivered, not only in Canada, but in all parts of the United States in less time through the route of the St. Lawrence during the period of navigation, and in winter to Portland until St. John's, New Brunswick, or Halifax is connected to Maine by Railway.

That I may be better understood, and the position of Canada in relation to this question more clearly defined, I would state, that after the repeal of the differential duties in 1846 in favor of colonial agricultural products, Canada had no more advantage in the markets of Britain than the United States or any other foreign country; and it soon became evident, that the trade which had been forced to Quebec and Montreal through the influence of these differential duties could not be retained, unless the cost of transport from the interior of Canada and the States to Britain was as low by the St. Lawrence as through United States' routes.

That Canada was not prepared for this contest with the adjoining States in 1846 will be readily admitted, when it is considered that in that year and for some years before, both Boston and New York were connected by various lines of railway with Lake Erie at Buffalo, while at the same time the only railway then existing in British America was 14 miles in Lower Canada. The canals of New York connecting the Lakes Ontario and Erie with the Hudson river had been then in operation for 22 years, while the canals on the St. Lawrence were only opened in 1849.

The North American royal mail steamers were established in 1839, and till 1846 ran fortnightly to Halifax and Boston. The same steamers now form a weekly line to Halifax and Boston and direct to New York at an annual cost to the British Government of £186,000 sterling; but in no instance, are the mails or freight destined for Canada landed at Halifax, but at either Boston or New York, and are carried to their destination through American territory and by American canals and railroads. The Government of the United States also subsidize an American line of steamers at an annual cost of \$865,000 per annum.

Such were the disadvantages under which Canada had to enter into competition with her intelligent and active neighbours, without railroads, her canals unfinished, and the British and American Governments paying together a sum exceeding £350,000 per annum as a subsidy to mail steam ships. It is, therefore, not surprising that trade should have been attracted away from the St. Lawrence route, to which no aid has been extended, to American Atlantic ports, and that freights should be less by the one route than the other. The actual results are in perfect agreement with the circumstances. The imports and exports of the Western States and of Western Canada have vastly increased since 1846, but the imports and exports by the St. Lawrence in 1855 were not greater than in 1846. The average cost for freight of a barrel of flour in the nine years ending in 1854, from New York to Liverpool, was 2s. 0d., while the average cost from Montreal in the same period was 3s. 10d., or about 90 per cent. higher by the one route than the other.

Whatever may have been the disadvantages under which Canada was thus compelled to contend, certainly she did not long mourn over her position, and it must be acknowledged, I think, that the increased energy and self-reliance of her merchants, since the commercial policy of the late Sir R. Peel was inaugurated, has far outweighed all the advantages arising from the previous protecting colonial system.

After 1847, public works of various kinds necessary to enable Canada to begin the competition for the interior trade were commenced and have been vigorously and consistently pushed forward. I say vigorously, because the position which Boston and New York occupied in 1846 in reference to railways will only be surpassed by Canada in October next, when Quebec will

be connected by railroad with the Upper Lakes, and the network of railways in the United States as far south as New Orleans, and west as far as the Missouri river. Navigation for the largest class of vessels from sea has been rendered practicable as far as Montreal, a point 100 miles nearer interior lake navigation than any other point on the continent. Light-houses have been built in the gulf of the St. Lawrence, and a line of screw-steam vessels has been established at an annual cost to the province of £24,000, for a fortnightly line to the St. Lawrence for seven months, and for five months to Portland—the Atlantic terminus of the Grand Trunk Railway. This line of steam-vessels has been eminently successful in demonstrating the great value of the St. Lawrence route, and although the ships are not equal in size or speed to the vessels of the lines running to New York and Boston, yet the mails between Canada and Britain since these vessels commenced running have been delivered earlier than the mails coming through the United States. Trade is also increasing. The Board of Trade of Montreal in presenting a memorial to his Excellency the Governor-General on the 22nd ult., say:—“That the advantages arising from the establishment of direct communication by steam between this country and England, already apparent in the marked increase of exports from the St. Lawrence, in the partial restoration to our own channels of the import trade, which of late years has sought American routes, and in the earlier receipt of European intelligence, would be greatly augmented by the formation of a weekly line.”

But however successful the line has been in demonstrating the shortness of the route by the St. Lawrence, I regret to say, it has not been so to the contractors; and with their subsidy of £24,000 from the Province of Canada they are at the mercy and can be run off at the pleasure of the contractors, who receive £186,000 sterling from the British Government and \$865,000 from the American Government.

Of the £790,735 annually paid for the mail steam-packet service to the various colonies, Canada, the most magnificent of the whole, not only receives no part of this enormous amount, but the influence and weight of the British Government are thrown into the scale against Canada by a subsidy of £186,000 sterling, the effect of which is to lead “British and British colonial commerce captive into American ports.”

I shall now show that, with vessels of equal speed to those running to New York and Boston, the mails between Britain and any part of the United States can be delivered in less time by the St. Lawrence during navigation, and in winter by the way of Portland.

A careful examination of the matter will demonstrate, that in order to secure the most rapid delivery of the mails between any part of America and Great Britain, the voyage of the Atlantic steamer should terminate at that point the least distant from Britain, and which also shall be in connexion by railroad with other parts of the interior.

The distance from Liverpool to New York—I obtain my figures from Mr. Wylde, of Charing-cross—is computed to be 2,980 geographical miles; from Liverpool to Quebec, 2,502 miles, via the Straits of Belle Isle. If, therefore, the Persia, or any other vessel, makes the voyage to New York in 10 days, it follows that the same vessel would have run to Quebec in eight days and ten hours; and as the distance from Quebec to New York by railroad is 570 miles, or 19 hours, at the rate of 30 miles an hour, it is evident that the mails by the steamer to Quebec would be in New York 19 hours earlier, than if the Persia or other steamer had gone direct from Liverpool to New York.

Boston, the nearest eastern American port to Great Britain, under the present mail contract, is 2,790 miles from Liverpool. Suppose such a vessel as the Persia, able to make the voyage in 91 days, Quebec could by the same vessel be reached in eight days and 19 hours, and with 14½ hours to pass over 430 miles of railway from Quebec, it is clear that the mails, even to this point, could be delivered in eight hours and a-half less time than by steamer direct from Liverpool to Boston.

New Orleans is 2,290 English miles distant by from New York, via Charleston, or three days and four hours, or 13 days and four hours, from Liverpool, Quebec, via Toledo and Cairo, is distant 2,223 miles by rail from New Orleans, or three days and two hours, which, added to the time of the ocean voyage to Quebec, makes 11 days and 12 hours, or a saving in time of transport of mails from Liverpool to New Orleans of 40 hours. Take one more instance to the west. New York is distant by rail to Detroit (across the Niagara) 785 miles. Quebec is distant from Detroit 753 miles. The ocean voyage to Quebec being eight days and ten hours, and to New York 10 days, the saving in time would be 37 hours via Quebec. This difference will be greater when the railroad which is now in course of construction to Trois Pistoles will be finished—a distance below Quebec of 150 miles.

Before the completion of her railroads, Canada could not (although having the nearest ocean port to Britain) and did not demand from the British Government any change of the contract for ocean mail-service to America. Now the

circumstances are changed, and the Canadian public and press will be deemed right in demanding of the Government on this side, either that the subsidy for mail steamers to America be entirely withdrawn, leaving Canada to contend with the United States only; or, if it is still deemed necessary to subsidize a line of steamers to Boston and New York for the advantages of United States' commerce, then, it is only fair and just that an equal amount should be allotted by the British Government for ocean mail service to British North America; by which means, the subsidy could be so distributed as not only to have a weekly line of steamers to Quebec during navigation, and to Portland in winter, of such a size and speed as to be able successfully to compete with other lines, but a line could be established to sail direct from England touching at the port nearest to America for mails, to St. John's Newfoundland thence to Halifax, in Nova Scotia (with a branch line to Prince Edward Island,) and thence to St. John, New Brunswick, and Portland. It would then remain matter of arrangement among the several provinces, to what extent they themselves would contribute a sufficient amount to have either a weekly or a fortnightly line.

Surely some such alteration of the arrangements for ocean mail service to North America is required. It is manifestly unjust to the British provinces generally, and particularly unfair to have things remain as at present. To the Canadians it is a matter of the most vital importance. They have invested upwards of £10,000,000 sterling in canals, railroads, &c., upon the value of which (as I think I have already shown) the subsidy, as now given for the ocean mail service to North America, has a direct bearing. The Canadians ask for nothing which will not promote the general and commercial interests of this country—they have difficulties of some magnitude to surmount in contending with their American neighbours; but they are in no way afraid, nor shrink from the contest. All they ask is fair play and, that the mother country, in her arrangements for the Imperial postal service, shall inflict no injury, if it is not in her power to afford her assistance.

JOHN YOUNG, late Chief Commissioner of Public Works in Canada, and at the present M. P. P. for the city of Montreal. London, British Hotel, Sept. 16.

AMERICAN BOOK CRAFT.

“Forty years ago, three men, by hand-work, could scarcely manufacture 4,000 small sheets of paper a day, while now they can produce 60,000 in the same time. It has been calculated that if the paper produced yearly by six machines could be put together, the sheet would encircle the world.”

Nowhere is paper so much used as in the United States. In France, with 35,000,000 of inhabitants, only 20,000 tons are produced yearly, of which one-seventh is for exportation. In England, with 28,000,000 of inhabitants, 66,000 tons are produced; while in this country the amount is nearly as great as in France and England together.

A large portion of this consumption of paper is directed to the 2,000 newspapers which are incessantly springing up in all sections of this country—some to flourish, but more born to die and make room for the succession.”

“The first book ever printed in the New World was in the city of Mexico. It was printed in the Spanish language, in the year 1544, and was entitled *Doctrina Christiana per eos Indos*. The first publications made in English, in America were the *Freeman's Oath*, an Almanac for 1639, nearly a hundred years after the work published in Mexico. In 1640 was published the first book, entitled the *Bay Psalm Book*. It was reprinted in England, where it passed through no less than eighteen editions; the last being issued in 1754. It was no less popular in Scotland, twenty-two editions of it having been published there. Altogether, it is estimated it reached to seventy editions abroad.”

“The first printing press set up in America was ‘worked’ at Cambridge, Massachusetts, in 1639. The Rev. Jesse Glover procured this press by ‘contributions of friends of learning and religion,’ in Amsterdam and in England, but died on his passage to the New World.”

“It is believed that the amount invested in the book business in Boston alone, at the present day, cannot be less than three millions of dollars. Now there are nearly one hundred booksellers, and over fifty distinct publishers in the American States.”

In New York, there are four hundred and forty-four booksellers and one hundred and thirty-three publishers, and in Pennsylvania, four hundred and two of the first and seventy-two of the last. Most of the publishing, and the largest number of the booksellers, centre in the three great cities of Boston, New York, and Philadelphia, which are the leading publishing cities of the country. New York has the most capital invested in the business.”

Demure Arrangement.—In the tenth century to eat out of the same plate, and drink out of the same cup, was considered a mark of gallantry, and the best possible understanding between a lady and gentleman.

CAMEOS ENCLOSED IN GLASS.

When bas relief figures and medals enclosed within a coating of pure white glass were first brought before the public, they excited great surprise. This invention was first introduced by the Bohemian glass makers about a century ago, but from the inquiries sometimes made of us about it, it appears that a majority of persons are not yet aware how such works of art are manufactured.

The figure (or figures) intended for incrustation is made of materials requiring a higher degree of heat for their fusion than the glass within which it is to be incrustated. A mixture of China clay and silicate of potash is found to possess this quality. The bas relief is made of this material in a plaster mold, and after being slightly baked is gradually cooled. A mass of transparent white glass is blown hollow, with one end open, and the cameo, heated to redness, is placed within it. The mass is pressed or welded to make the two substances adhere, and the remote end being closed, the glass-blower draws out the air from within (instead of forcing in air, as in the ordinary manufacture), thus causing the glass to collapse, and to form one continuous substance with the cameo. When the glass is cut and polished to any desired form, the effect produced is striking and beautiful, for the clay cameo or bust has the appearance of unburnished silver, isolated in the midst of the solid transparent glass. Small articles are incrustated in a more expeditious manner, especially upon glass goblets or similar hollow vessels. The hot cameo is placed upon the hot manufactured vessel, a small piece of semi-liquid glass is dropped upon it, and this both fixes the cameo in its place and forms a glassy layer to enclose it.

An Editor out west has married a girl of the name of Church. He says he has enjoyed more happiness, since he joined the Church than he ever knew in his life before.

Mr. Smith told a neighbour that he had purchased a set of jewels for his dear wife, which cost \$2,000. “Guess she is rather a ‘dear’ wife,” replied the other.

GIVING HIM HIS DUE.—Dean Swift, in preaching an assize sermon, was severe against the lawyers for pleading against their consciences. After dinner, a young counsel said some severe things against the clergy, and added that he did not doubt, were the devil to die, a parson might be found to preach his funeral sermon. “Yes,” said Swift, “I would, and give the devil his due, as I did his children this morning.”

—During the stormy days of 1848, four stalwart mobocrats entered the bank of the late Baron Anselm de Rothschild, at Frankfurt. “You have millions on millions,” said they to him, “and we have nothing; you must divide with us.” “Very well, what do you suppose the firm of de Rothschild is worth?” “About forty millions of florins.” “Forty millions you think, eh? Now there are forty millions of people in Germany; that will be a florin a piece. Here's yours.”

Gainsborough was once examined as a witness on a trial respecting the originality of a picture, and a counsellor endeavoured to puzzle him by saying, “I observe you lay great stress on ‘a painter's eye;’ what do you mean by that expression?” “A painter's eye,” answered Gainsborough, “is to him what a lawyer's tongue is to you.”

—In Niles' Register, of 1819, we find the following recommendation of a cure for cholera morbus: “Common cork, thoroughly burned, is recommended as a certain cure for this severe disease. It acts as an absorbent and neutralizer of the acid. It is taken without difficulty—and three doses, of a whole cork each, in an hour, effect a cure. One dose is generally sufficient.”

FATAL VENTRILOQUISM.—Benjamin F. Gearhart, pastor of the Wrightville, Pa., Methodist church, initiated a wild turkey so well, that one of his hunting companions shot him, by mistake, for one of these birds, and wounded him fatally.

DONALD M'KAY, Esq.—We regret to learn that our friend Donald M'Kay, Esq., the king of ship-builders has felt obliged to call a meeting of his creditors. This is owing mainly to his being called on to pay at once a large amount, result of an award against him in England, which he has been very unwilling to sanction with those who purchased parts of his ships. We trust his suspension is but temporary.