HASZARD'S GAZETTE.

Wednesday, October 12, 1853.

FEARFUL LOSS OF LIFE—WRECK OF FAIRY QUEEN.

Inhumanity of the Crew and suffering of the Passengers

It is our painful duty to record the loss of Eight or Nine lives, from on board the Fairy Queen, on her passage from Charlottetown to Pictou on Friday last.

We have been kindly furnished with the particulars of the sad accident by Mr. Mark Bardon, who left Pictou at 10 o'clock on Saturday night, and we hasten to lay them before our readers.

It appears the Fairy Queen left Charlottetown on Friday, about 12 o'clock noon, (6 hours beyond her time) the first accident we believe that occurred was the breaking of the Tiller Ropes, which extend to near the bows of the vessel. From the inefficiency of the Crew, they were unable immediately to repair them, and the vessel consequently became unmanageable, and got into the trough of the sea which broke over her and with her leaking badly, soon extinguished the fires, this was at half-past five o'clock. The anchor was let go in order to bring the Steamer's head on to shoal, so that they might pump and bail her out, and again raise the steam, but the bad state of the vessel was such, that the water gained upon them, and they were unable to effect any good.

There were two boats on board, one of which would contain 8 or 10 and another 24 persons, but only nine persons were saved by them. There were only four oars on board the vessel. The boats were launched as soon as danger became apparent, and kept astern by a long painter. The Mate and some others were in the boat, and the Captain swung himself in, in order as he said, to pull the boat up, and get in the Passengers, but the Mate came forward and, either cut the rope or let it go, and the Boats swung clear. When the boats were leaving the vessel the passengers cried out to be taken on board but lamentable to say their cries were unheeded. The boats left the wreck at a few minutes before 11 at night, and at about 12 o'clock the Fairy Queen capsized, precipitating the following passengers into the sea.

M. J. Wilkins, E. L. Lydiard, H. G. Pineo, Esqrs. Mrs. Marsh, Thos. Parker, Hugh O'Hara, (the Steward) E. Ingles, (the Cabin Boy.) Mr. Elworth, Allen Cameron, Dr. McKenzie, 2 Misses Dewolfe, 2 Women, a boy Edmund — 1 fireman name unknown, and James — a seaman.

Of whom the following floated ashore on pieces of the wreck most of them on the upper deck.

SAVED.—E. L. Lydiard, H. G. Pineo, M. J. Wilkins, Esqrs. Mrs. Marsh, Thos. Parker, Hugh O'Hara, E. Ingles, Mr. Elworth, Allen Cameron.

At the latest accounts no tidings could be heard of the

MISSING—Dr. McKenzie, two Misses Dewolfe, 2 women, the boy Edmund, 1 fireman name unknown, James — a seaman.

The small boat arrived in Pictou about 3 o'clock on Saturday morning, and the other at Carriboo. An examination of the crew was held at the Court House, in Pictou, on Saturday, at 3 o'clock, before a Magistrate. Some suspicions were excited in the breasts of many, that the passengers had been neglected, and this was confirmed by receiving a telegraphic despatch from M. J. Wilkins, Esq., who, with the others that had got on shore, on pieces of the wreck, were then in New Glasgow. The boats' crews were consequently arrested at half-past 7 o'clock in the evening, and committed to jail, except the Mate, who could not be found.

The Tug Boat was immediately dispatched, to see if any assistance could be rendered but owing to the darkness 4 A. M. nothing could be seen. She proceeded out again at a later hour when the Fairy Queen was discovered bottom up and partied in two, the bow anchored and the stern—apparently also fast to the machinery—stuck out of the water 12 or 14 feet and about 60 feet from the bow, no human beings could be seen, those on pieces of the wreck it is supposed were then nearing the shore.

It may be well to mention that the Captain declared that the loss of life would not have occured but for the liquor drank on board.

The boat that would have held 24, only brought the Captain, Mate, a passengr, and 2 Engineers, *the Captain's best Clothes!!! and the Mails.*

The small boat brought the Clerk, a passenger, and 2 firemen.

The inhumanity of the Captain and Crew is apparent in leaving their passengers to a cruel death or to the sufferings of several hours in the gulf, on pieces of the wreck.

Since the above was written, we learn that a man and boy have been picked up.

EXAMINATION OF THE CREW OF THE FAIRY QUEEN.

The following evidence was elicited at the examination of the Captain and crew of the Fairy Queen, in the Court House in Pictou, and taken down in short hand by the Rev. Dr. Evens, who has kindly placed it at our disposal.

W. H. BEYNE was called, Said he had been Master of the Fairy Queen since March last. Did not know the names of all the passengers on board yesterday. Thinks there were thirteen and that the crew numbered thirteen. Yesterday morning was fresh, afterwards it was very windy. Told the Clerk, Mr. Turner, to tell the engineers not to get up steam, as the weather was too bad to go out. The passengers came down with 6 in the morning. Told them that after sunrise he would see how the weather looked, and would decide. At ten, told them the steamer would leave at sharp eleven. His object in delaying was to get the ebb tide, which running with the wind would give them smoother water. Left Charlottetown about a quarter past eleven. The Steamer made good weather, and went through smoothly to Point Prim, and down to Gull Rock near Carriboo. About half past 5 the wheel-rope broke. It was blowing fresh, and squally, with the wind N. by W. The steamer broached to, broadside to the wind, being unmanageable till the wheel-ropes were repaired. This occupied some time, as the ropes were knotted at first so that they were too long to work, and had to be unreeved and shortened. Vessel laboured hard in the trough of the sea. He was since informed she made a good deal of water, but did not know it at the time. She went on again. He saw some water in the engine room, and thought it came in shore after she broached to, but thought the pumps would clear her. She was then in mid-channel between Carriboo and Pictou Island. She continued to make water, until the engine stopped, and she broached to. Got her head on again. The fires would not burn. She began to list, down on her beam-ends. As he found the water was gaining, he wished to turn her, and cut the masts away. He called to all the crew at work, bailing with buckets, as the pumps were choked, or would not draw. The crew and passengers all bailed. He had the jib hoisted to keep her head round, but she would not pay off against the heavy sea. It was no use to hoist other sails, as she would not bear them. She continued to list until the lee side of her deck was under water. He then let go the anchor, and cut away most of the cable. This brought her head to wind, and he hoped she would rift herself. But she still continued to list over. He did not take soundings, but thinks there was about seven fathom water where she anchored. They continued bailing till ten o'clock, and hoped to keep her afloat till morning. At 9 the large boat was lowered to ease her and dropped astern with a long painter, with the Clerk and mate to take care of her. Before she was lowered, he stowed away the mail-bags under the forecastle-deck, so that if all hands were lost the boat might be found, and the mail-bags being in her would tell their fate. The other boat remained on the davits. The large boat would have carried 15 or 20 persons, perhaps more in smooth water. He kept remonstrating with the Clerk, encouraging the men to work. He thought the sight of the boat still on board would keep in good spirits. They continued to bail till they saw she would sink. Went on the top deck and told Wilkins and Pineo. They asked how many the boat would carry. Told them it would require care not to swamp her, and the ladies must be got in first. Wilkins and Pineo went to the Captain went to the cabin, and told the ladies to get ready for the boat, and where to stand on the lee side of the deck. Left them, and went on deck. Got the boat round the stern to the lee side, and lowered her. Two or three firemen and deck hands sprang into her, and bunglingly cast off the ropes. He does not know all their names. A deck passenger jumped in the drifted deck passenger, and a seaman, and she was made fast astern of her. He passed a rope to them, but they did not make it fast. He told them to haul up the boat but they did not. I said "Do you understand me by unless I get down to her. The passengers said, "that's right, you had better go." It was very dark, and the sea running high. About ten minutes after this, the boat came up to the side, and jumped in. The boat got under the rudder chains, and was in danger of being smashed. Does not know that she was stayed, but thinks she was secured by the rope he had given, and got her clear. Told the men to pull her up again. But they did not seem to him to work. Perhaps they were afraid. The engineers and mate had got down to the boat before him. The clerk now passed into the other boat. Told the men again to pull up, but they could not get back to the ship. Does not know how the boats were cast off, or by whom. Does not know whether the rope slipped, or were cut, or were chafed off. The men pulled, and the boat inclined up toward the shore. The tide was running strong and the sea very high. They could only see the lights of the vessel, every on the top of a sea, and soon lost sight of her from her settling down. The boat did not leak, but shipped a good deal of water. One man was bailing. Thinks the other boats were adrift, he called to the passengers all to get on the top deck. He hoped to pick them up if she went to pieces, and thought when she sank she would not go down below the top deck. After they lost sight of the steamer they pulled for the shore, and landed round the point, in Sandy Cove. He was much exhausted, and told the men to go on shore and get fire and light out. He got to a house about one o'clock. Wind blew from the North. Five of the crew were left on board, the steward, a fireman, two passengers and a boy. He has not seen any of the other boat soon after leaving the steamer. Of the passengers there remained on board, Dr. McKenzie, Mr. Lydiard, Mr. Pineo, Mr. Wilkins, the two Misses DeWolfe, and about twelve females. Believes the steamer had been in a good state. She had been sometimes leaky. But she did not need pumping unless after lying still for twelve hours. She had stood the late heavy seas well. The tiller ropes were new this spring. Their breaking was the cause of the disaster. In answer to questions put by the Rev. Dr. Evans. Recollects that in the gale a week before the Steamer had been piped up upon the pumps from the slow working of the engine that they had to detach the pump-rods from the working beam, and work them by hand. Did not know that there was water in the cabin and under the furnaces, which so damped the fires as to stop the engine three or four times. Thinks the crew was not composed of fully competent seamen. The crew were incompetent to their duty: So were the firemen. He had two good wheel-men, but some of the deck hands were incompetent. The crew were temperate men. He believes they were all sober. He did not put the ladies to the upper deck before he got into the boat. But he told them to be ready. When the boats went adrift he told all the passengers to get on the upper deck. Mr. Lydiard said, "Are you going to leave these ladies to perish?" He answered not if we can get back. There were only two oars in each boat. Doubts whether four oars would have pulled her to the Carriboo. Thinks they had not boats enough to save all the passengers and crew. Believes all in his power was done to save the passengers, but after the boats got adrift he could not get them pulled up again.

A. MCKINNON, Spoke Gaelic and was interpreted. Said he was a deck passenger. Does not know what time the Steamer left Charlottetown. Did not see much till the wheel ropes broke. They were all ordered to take a rope and hold on, to keep the helm right. But she broached to. Thinks the rope was made too short. It took well, and held on for about half an second time. The vessel began to leak, and they went to pumping. The firemen said they could not keep up steam, and they began bailing with buckets after dark. Water was then to the knees in the engine room. He got tired and went on deck, and then went below again. The water was then up to his waist. After a while he went on the top deck. Saw a boat's stern, and the other hanging in the davits. Two men lowered it, and he jumped in with them. The rope was too short to hold on, and they fell astern, and were made fast to the other boat. There were three besides him in it, and they took in a fifth from on the other boat. Does not know whether the crew tried to get her back to the steamer. They seemed to be taking care of the oars. He got into the boat because the steamer leaked, and the men said she was sinking. Heard some one cry, "Are you going to leave us here!" The painter broke or, in some way got loose. Perhaps the men tried to row back again, and could not. They landed at Carriboo.

JAS. D. TURNER called. Was Clerk of the Steamer, and acting as Agent for Mr. Murdoch. There were on board thirteen passengers. Did not know their names. There were five ladies. They left Charlottetown about 12 o'clock, and got on very well until some distance outside of Point Prim. The first accident which befell them was the shipping of a sea, which carried away the doors under the top deck, and two of the stanchions. Some time after this the wheel rope broke. While it was being repaired the steamer broached and rolled heavily, listing down to leeward. When the ropes were replaced she would not make good steering way for want of more steam. Does not know why steam could not be got up. After some time went on deck. Found Wilkins and Pineo had unlashed one of the boats. He remonstrated with them, and fastened her again. Some time after he lowered the large boat, and got into her with some seven or eight others to keep her astern. After some time he got very cold. The Captain told him to come on board. Tried to do so but could not. When he got into the boat a man jumped in and cut the rope with his knife. Does not think the mails were saved. They were not in the boat when he got into her. He left them locked up in his office, and if they were in office when the boat was lowered, he broken open to get them. Thinks the Captain did all in his power to save the passengers. Does not know how the boats got adrift. The wheel-ropes were new last May. They were at Manilla Rope Factory. The ropes were the cause of the disaster. Did not know there was water in the Cabin or under the furnaces a week ago last Monday. He was not out of his birth thereon the night, and therefore could not say what were the circumstances of the ship. There were only two oars in each boat when leaving Charlottetown. Thinks these were enough for ordinary use in holding and landing passengers. Does not think that the ship could have been regained with four oars. The wheel-ropes broke about four weeks ago. They were not replaced by new ones. In the Bay of Fundy, one set of ropes served for one season. Recollects going into the ladies' cabin when the bands were bailing. Does not know whether they were praying. They were sitting, or perhaps some had knelt down. Thinks he asked him not to deceive them if their was danger. Said something about being ready to die. He said it was always right to be ready for death, or something to that effect. He was drinking before he got into the boat. Did not see a glass of liquor drunk board. Did not smell liquor on the Captain's breath. Captain might have taken some liquor by the sides. Was not intoxicated. Thought there was much confusion in repairing the wheel-ropes, and that liquor might have occasioned it, but did not see a glass taken, nor any one intoxicated. Considers the Steamer seaworthy. (The other statements made by Turner were generally accordant with those of the Captain.)

PATRICK TURNER called. Said he was acting as cook of the Steamer. Had been in her twelve or thirteen days. Thinks he is something of a sailor. He was shipped as the mate's substitute, who had gone to see his sick wife. They left Charlottetown yesterday, half two o'clock. He was at the wheel. Does not know whether she made any water before the wheel-ropes broke. But after they cast anchor, they had to bail with buckets. Was in the cabin when the ropes broke and then went on deck, and began to lower away one of the boats. When the boat was down he and the Clerk jumped in. After they were in, the Captain threw the painter, he thinks by the Captain. Did not see them. But he heard them fall down by him, and stooped down, and put them away. The boat was dropped astern and he remained in her. The boat was then hauled up again, and the Captain fell into her, he, Treanor, had hold of the painter. The Captain took it, and Treanor feared he would have her stayed to pieces. He told the Captain to give it to him, and hold on. When the Captain got aft, he, Treanor, lost hold of the painter, and the boat drifted off. Does not know how it was made fast to the boat, but when the Captain got in Treanor held the end in his hands. Perhaps he let it go on purpose. Would not say he did not. Any how, the boat got adrift. Does not know whether the hands tried to pull back to the steamer. The oars were but tried to get her away. He would not have gone alongside again for five hundred pounds, nor for all Pictou. His life was as much to him as any man's in Pictou. Said he knew the Steamer had made some water before this voyage. Heard she was aground at Shediac. There were only four oars for the two boats. Thinks with more they could have pulled ashore. Has he did not try. It would have been of no use. There were more oars on board, but a short time ago some of them were taken away at Charlottetown by some of Mr. Lord's people. He sent a man up for them, but they could not be got.

JAMES WINSTAR called, Said he was second engineer. Had been on board about five months. The engine was in good order. The boilers were leaky, but answered very well. A fortnight or three weeks ago the steamer was aground at Shediac. Has made water since that, from being strained. The engine pumps were sufficient to keep her dry. The wheel-ropes broke once before, perhaps six weeks ago. They were not replaced by new ones. (His statements generally agreed with those of the other witnesses, so we omit the additional particulars.) After the ship had become unmanageable, he went into the ladies' cabin. One of them was completing her dressing. The others were sitting or standing. Thinks one of them asked him to go to her trunk and take care of some money in it. He told her not to mind her money. They asked whether the danger was great. He told them they were in danger, but hoped all would soon be right again. He got into the boat about five minutes after this. Does not know whether any of the officers tried to get the ladies into the boats. After the boat was cast off he heard some gentleman cry out "Can't you come and save the ladies!" Wilkins called and asked him to come and save him. But they could not pull up again, and he had to keep the boat head to wind and pull for the shore. Recollects that in the gale referred to by Dr. Evans, the Steamer leaked until the water under the furnaces so damped the fires as to stop the engine several times. The firemen stood in the water shovelling coal. Does not know whether there was water on the cabin floor that day.

We have the melancholy duty this day of recording a disaster which has been confidently and unanimously predicted during the day the unfortunate Fairy Queen commenced her career as a packet Vessel: we say universally, for with the exception of a few who were interested in upholding the character of the Fairy Queen for sea worthiness and efficiency we do not believe there was a dissentient voice as to her being in almost every respect the reverse. *Public rumour and the prejudice engendered thereby is apt however to prejudice, at times from false premises and we will therefore reserve our judgement until every particular relative to this lamented cat-strophe shall be brought fully before the public, when we shall feel it will not only unquestionably be false delicacy in such a case, shall prevent us from placing the weight of culpability, if culpability exists, upon those who have the power to place it, irrespective of person, rank, or station. It has been suggested, and we concur with those to whom we are indebted for the suggestion, that a public meeting should be called at early day as would be consistent with the elucidation of the truth, in order that a correct statement of the facts and circumstances connected with the Fairy Queen, from the day of her being put in to the hands of the Box Office, to the time of her loss, may go forth to the world And that this investigation ought to take place must be evident we think to the mind of every man who reflects on the most cursory view of the subject. This is one of those melancholy, but interesting incidents which will attract the attention of all readers, and in what paper of Europe or America will not this be read, and by read, and severely commented upon? It is therefore, of great importance to the credit of the Island, in the service of whose Government the vessel was employed, that a correct and full account should be taken of every thing that concerns the unfortunate vessel and those who were in any way connected with her, whether as Owner Engineer, Captain, or crew, or as passengers those to whom we committed the task of contracting with the proprietor, and examining into the efficiency of the vessel, previous to her being engaged, in fact, we think the Government of Sunday last that it is the intention of the Government to send two Commissioners to the scene of the disaster, and to communicate with the authorities of Pictou, and we feel we are informed who those Commissioners are, and we fairly confess we are at a loss to conceive of what service they will be. Should, however, the result of their investigations be made public, we shall, in common with the public, feel ourselves of any important fact it may disclose.

In the mean time we give the particulars of the disaster, as taken by a highly intelligent gentleman, who attended the investigation before the Magistrates at Pictou.

Among the sufferers in the Fairy Queen, Dr. Mackenzie, will be most deservedly lamented by a large circle of the inhabitants of Charlottetown and its vicinity. Mild and amiable in his manners, and possessed of a fair portion of scientific and general knowledge, he was a pleasant and agreeable companion. His skill in his profession, the benefits of which he never withheld, enabled him to confer services, particularly to the poor and needy, which will ever be most properly estimated. These qualities of head and heart, enjoined with the quiet and unassuming demeanour of the gentleman, could not fail to chain and secure the kind regard and attention while living, and will ensure to his memory kindly remembrances and respectful esteem, now that his promising career has been so suddenly and prematurely cut short amid melancholy accompaniments. A friend has just informed us, that he was in the habit of sending to him very frequently prescriptions for his patients, and he remarked that often the words "*pro me ipso*" were written in the corner, to intimate that the articles prescribed for, was to be charged to himself. An anecdote like this speaks more for his worth than a volume of panegyric.

We sincerely sympathise with the Hon. Charles Young and Mrs. Young, on account of their heavy and irreparable loss. The Misses Dewolf have been beloved and esteemed by all who knew them.

At a meeting of the Magistrates and other inhabitants of the town of Pictou, Robert Mackay, Esq., Custos of the County, in the Chair, James Skinner, Esq., Clerk of the Peace, appointed Secretary.

On motion of James Primrose, Esq., and seconded by James Fogo, Esq., and *Resolved*, that a Committee consisting of Messrs. Alex. Fraser, Alex Crichton, and Thomas Yorston, be directed by this meeting to procure and equip a sailing vessel to proceed to the scene of the wreck of the Fairy Queen, in order to render all the assistance in their power to recover the property and recovering the bodies of the sufferers.

JAMES SKINNER,
Pictou, Oct. 8, 1853. Clerk of Public Meeting.

LATEST NEWS FROM PICTOU.—We hear from a private Telegraphic despatch dated in Pictou yesterday, but only received here this morning, that all the survivors after the wreck of the Fairy Queen, were well. Two trunks had been found washed ashore.

IMPORTANT TO SHIP OWNERS.

The Controller of Customs and Navigation Laws, received on the 10th inst. an Act of Parliament entitled "An Act to Mr. Reisy, George Cubitts, Shediac, H. Davis, M. Keal, Lloyd, John Sutherland, Mr. Copps, Mrs. Copps, Miss. Roe, H. Ashbourne, John Ashbourne, H. Adam, Malcolm Mathewson and A. Mathewson, Bedeque.

In do. from Shediac to Bedeque, on 1st inst.—Hon. George Coles and two Misses Coles, Mrs. Connell, Mrs. Hubbard, Mrs. Hubbard, Mrs. Hubbard, D. Barrard, J. M'Cormack, Thos. Hynd, F. Parry, J. Lisklight, M. Gay, G. M'Cray

In do. from Bedeque to Shediac, on 3d inst.—Messrs J. C. Pope, Peter Taylor, Jas. P. Tibbets, L. Baker, Anderson, M. Carter, A. Campbell, Mr. Mrs & Miss Barwise, D. M'Kenzie

In do. from do. on 4th inst.—Messrs M. H. Green (from California) M. Intosh, E. Walsh, J. Watson, J. Andrew, J. Hogan, D. Grigory, E. Ledge, D. M'Donald, Messrs Walsh, Malone, Humphreys, two children D. Gillis.

KING'S COUNTY CATTLE SHOW AND PLOUGHING MATCH.

Notwithstanding the heavy rain storm on Wednesday night, which continued with unabated violence up to 9 o.clock on Thursday morning, the Cattle Show was numerously attended, and a large number of Stock of every description exhibited. Many from the remote settlements, Souris, Georgetown, Bay Shore, and St. Peter's, were, with their Stock for exhibition, in the neighbourhood of the ground on the previous night. Those with the Stock turned out by the wealthy, intelligent and active farmers of the surrounding settlements, proposed our Cattle Show, which was much superior to any heretofore held here, a marked improvement in the Breed and feed of every description of animals being manifest. The award of the Committees upon whom devolved the no very enviable duty of selecting the animals whose owners were entitled to the different prizes, gave general satisfaction.

PREMIUMS:

For the best blood Colt—none exhibited.

Best Blood Filly, foaled in 1851, John Mc-Donald, New Perth, £2 0

2nd best do., do., Jn. Dewar, Brudenell, 1 0

Best Entire Colt (Agl.) do., Daniel McDonald, New Perth, 2 0

2nd do., do., Edward Webster, St. Peter's, 1 0

Best Filly, (Agl) do., John Leslie, St. Peter's 2 0

2nd do., do., Alex. McKenzie, St. Peter's, 1 0

Best Heifer, dropped in 1851, George Tweedy, Lot 49, 2 0

2nd do., do. Stephen Bowyer, Lot 48, 1 0

Best Heifer, do., Thomas Clow, Esq., Murray Harbour, 2 0

2nd do. do. J. Goff, Esq., Woodville, 1 0

Best Bull, Ayrshire, Dropped in 1852, John McDonald, New Perth, 1 10

2nd do., do., do., Patrick Supphy, Town Road, 1 0

Best Heifer, do., do., Thomas Clow, Esq., Murray Harbour, 1 10

2nd do., do. do., William Watson, Montague, 0 10

Best Bull, Durham, dropped 1851, Wm. Bowyer, Esq., 1 10

2nd do., do., do., Joseph Campbell, Cardigan, 1 0

Best Heifer, do., John McDonald, N. Perth, 1 10

2nd do., do., John Dewar, Town Road, 1 0

Best Cow giving Milk, John Dewar, Town Road, 1 10

2nd do., do., J. M'Donald, New Perth, 1 0

Best Pen of 3 Ewe Tegs (Leicester) John Goff, Esq., 2 0

2nd do., do., do., John Hamilton, New Perth, 1 0

Best Ram under 3 years, do. Wm. Macgowan, Esq., Souris, 2 0

2nd do., do., do., John Goff, Esq., 1 0

Best Ram Lamb, do. George Tweedy, Lot 49, 1 0

2nd do. do. do. John Goff, Esq., 0 10

Best Ram under 3 years, Southdown, J. Wightman, St Andrew's Point, 2 0

2nd do. do. do. John Dewar, Town Road, 1 0

Best Sow having a litter, J. Wightman, Esq., 1 10

2nd do., do. Wm. Macgowan, Esq., 1 0

Best Boar, Wm. Macgowan, Esq., 1 10

2nd do., John Goff, Esq., 1 0

Judges of Horses—Messrs. Thomas Henderson, Thomas Owen and William Watson.

Judges of Cattle—Messrs. William Macgowan, Alex. Bell, Thomas Bell, and Thomas Bowen.

Judges of Sheep—Messrs, Alexander Leslie, Donald MacDonald and Thomas Henderson.

Judges of Pigs—Messrs. George Tweedy, William MacGowan and Stephen Bowyer.

The Ploughing Match came off on the 30th, (postponed from 29th,) on Mr. Robertson's farm, Brudenell River. Twelve Ploughs started. The successful competitors were—

First Prize—William McLaren, Baldwin's Road, £3 0

2nd do.—James M'Donald, New Perth, 2 0

3rd do.—William Dalziel, Murray Harbour, 1 0

4th do.—Donald Stewart, Brudenell, 0 10

Judges—Messrs. William Watson, Thomas Henderson and Thomas Owen.

The Judges report the work done to reflect much credit on the Competitors generally, and to have been much superior to last year's match.

The Heifer to which the second prize, in the Durham class, was awarded, and the best Cow giving milk, were bred by Mr. George Beer, Charlottetown Royalty.

MR. BYRNE, Secretary.

His Excellency the Lieutenant Governor in Council has been pleased to make the following appointments, viz:—

Mr. Donald M'Leod (Stone House), to be Postmaster at Orwell, in the place of Mr. Alexander M'Donald, resigned.

Mr William Hubbard to be Postmaster at Tignish, in the place of Mr. Martin Walsh, resigned.

Mr. Alexander Campbell to be Wharfinger for the Wharf on the North side of Pinette Harbour—and Mr. Alexander Campbell to be Wharfinger for the Wharf on the South side of Pinette Harbour.

Mr William Dingwell to be Wharfinger for the Wharf at the South side of St. Peter's Bay, near Mr. Charles Dingwall's.

Mr. Neil Gillis, of Township Number 27, and Mr. Dugald M'Leod, of Township Number 38, to be Preventive Officers and Land Waiters, in the terms of the Act for the better prevention of Smuggling.

His Excellency the Lieutenant Governor in Council has been pleased to appoint Mr. James J. Fraser, Secretary to the St. Eleanor's Branch of the Royal Agricultural Society, for the current year.

His Excellency in Council has been pleased to appoint Mr. Dennis Quinlan, Secretary to the Northern Branch of the Royal Agricultural Society, for the current year, in the place of Mr. John Wells who has declined to accept that office.

GREEN'S SHORE, OCT. 8, 1853.

Seven square timbers, rescued or reported to be on shore outside Richibucto, where they were loading, and much loss will be sustained, the *Happy Return*, loaded here with Oats, &c., for Miramichi is on shore at Richibucto, at Buctouche, and will be a total wreck, Cargo partly damaged, no insurance on either Vessel or Cargo, two or three Schooners ashore at Shediac and one ashore at Buctouche, and five Schooners are ashore at Shediac, one of which, is the Packet *Rivol*, belonging to G. & J. Walsh, it is supposed she will soon be got off. The Packet *M. Ingram*, came up on an anchor off this harbour just as the Gale was springing up, but as the wind was N. E., and extremely dark, and no Light to be seen, as the Lighthouse was not lighted, and consequently, had to ride out the Gale, moored with about 100 fathoms chain out the sea sometimes broke in at the Bows and swept all till the Boat was above at the Davits, and arrived at the wharf in an early hour after the Gale on Friday morning 30th. ult.

The Report of the case Conroy *vs.* Pippy is deferred until our next issue.

Port of Charlottetown.

ARRIVED,

Oct. 9th, Schr. Dove, Robinson, Pictou, passengers.—Trial, Robinson, do., coal.—Favourite, Babin, Tignish, potatoes.

10th, Catherine, do., do.

11th, A new Schooner from Pinnette, to H. Hazard.—Hero, Schooner, Nova Scotia, Wright, Boston, Hay Return and Lady, Arechat, bal.—Tory, Nicholson, Pinnette.

SAILED,

Oct. 8th, Curlew, Pictou.—Hope, Georgetown.

10th, New Brigantine, Plymouth; Timber and Deal by J. Peake.

CLEARED AT SOURIS,

Oct. 7th, Schr. Ariel, Gay, Halifax.

13th, D. B. Douglas, Boston.