THE AZTEC LILIPUTIANS.

Within the limits of the republic of Mexico there are yet to be distinguished not less than one hundred and fifty-three distinct tribes of Indians, all descendents from as many varied aborigines. Of these the Aztecs, if not the most important, are perhaps the most interesting, seeing that the name has been rendered familiar to us by its being that of the right royal race which, when Cortez invaded the country that was five times the size of Spain, occupied Mexico by right of conquest, and lost it to a foreign foe less by want of power to oppose than by lack of knowledge of the application of means. Such Aztecs as did not submit to the new yoke—and many became wives to the victors while more became their slaves—such as could escape, fled, built themselves homes in the wilderness, lived upon what nature abundantly gave, and worshipped their false gods as before. The Roman Catholic Missions converted many; but these, like the Ceylonese, in accepting Christianity, have never altogether cast off the old abomination of idolatry. To this day, the gods of Montezuma have their followers among even the mass-going Indians—just as in Spain itself, for many a long year, more than one noble who knelt at the "adorable sacrifice" was Jew in blood or Mahometan by descent.

Amid much recounted of the Aztecs that is romantic and equivocal, we may gather a few leading facts which will hardly bear disputing. Among others it would seem that there is somewhere located a tribe of this singular people, living in isolation, admitting no stranger among them, and never marrying out of particular families. One consequence of this latter custom is a degeneracy of race; and one fashion adopted in certain marked cases of degeneracy is that, when individuals are of unusually minute stature, they are received into the family of gods, and are made objects of worship.

Such is said to have been the condition of the two Aztec Liliputions now exhibited at the Hanover-square Rooms. Their ages may be the boy's thirteen, the girl's ten. They weigh about two and twenty pounds, are really Liliputians, have heads not larger than that of an infant a day or two old, with large, brilliant, and restless eyes. Their arms are rather beyond the usual length, and their legs are somewhat ricketty," caused by the position into which they had been early put—that of Mexican idols, seated on the calves of their own legs—a position into which they naturally fall whsn seated by themselves on the ground. They have superb black curling hair, and are copper-colored.—They have no speech of their own, but they repeat words readily though imperfectly.

Perhaps the most striking trait connected with them is the total disregard which each has for the other.—There is something painful in it. They notice every individual in the room, play with all comers, and are delighted if visitors will draw figures for them, or lend them a pencil that they may attempt the feat themselves. But all intercourse of one with the other seems to be non-existent: they neither look at, smile at, or make signs between themselves. Each passes the other as if they were mutually invisible; and yet, without much trouble, we induced little "Batti" to kiss "Meximo," who received the salute impassively, as if nothing more than the wind was kissing his cheek, and he glided on his way unconscious or careless of the nymph who sooth to say, seemed as little conscious as himself.

These singular creatures are exciting immense attention—an attention which will be increased ten-fold when the impatient philosophers and the wealthy admirers of phenomena have satiated their curiosity at five shillings or half a crown each, and the price of admission is reduced to the customary and sufficient shilling. *Then* the "owners" of Aztec Lilliputians will probably reap as rich a harvest as did the hirer of our ancient friend "General Tom Thumb."

A NOBLE MONUMENT.—To honor the memory of the late Duke of Wellington, a magnificent school is to be established, at which children of army officers are to be admitted free of charge. The Queen heads the subscription with $5000; Prince Albert and the Duke of Cambridge (the Queen's uncle) follow with $2,500 each; and there are several subscriptions ranging from $500 to $1000. The entire subscription already amounts to $400,000, and will probably be increased to $500,000. Isn't this better than a pyramid of useless granite?

SPEED.—A fast train on the Pennsylvania Railroad, when near Greensburg, lately, ran ten miles in seven and a half minutes, which is at the rate of eighty miles an hour.

THE MORMONS.—If recent accounts from Great Salt Lake City be not exaggerated, Mormonism is working its own cure. That which persecution failed to do in Illinois, and which the constitution and laws of the United States have not reached in the Rocky Mountains, internal dissension seem in a fair way to accomplish. The community of the Latter Day Saints is a house divided against itself, and it cannot stand.—It is a wonder that it has not ere this shown symptoms of decay. With no civil or moral code for their guidance and government but what is based upon the pretended revelations of a gross impostor, it is remarkable that so large a body of people should have remained so long subject to this base delusion. Internal dissensions are now prevalent in Utah, and threaten to scatter the Saints as wide and as completely as the confusion of tongues did the builders of Babel.

ICE IN THE SOUTH.—A gentleman who had been in the Ice trade at St. Thomas, relates some funny anecdotes about the natives there, and the idea they have of the "Boston hard water." He once sold a lump of ice to a gentleman, who sent a coloured servant for it, with directions to have it kept for the dinner table. The servant took it home, and inquired of the cook how it was to be prepared. After considerable discussion in the kitchen cabinet, it was decided to have it boiled. At dinner the gentleman called for it, and was in high glee, for he had drank iced Champagne in the States, and he felt a mighty hankering for a second trial of the same beverage. Soon Sambo made his appearance, with eyes rolling on the outside and grinning like a frightened monkey.

"Where is the ice, Sambo!" demanded the gentleman.

"O! gorry, massa!" replied Sambo, "I put um in de pot and boil um more'n half an hour, and when I went to look for um, he wasn't dar."

A young stock broker having married a fat old widow with $100,000, says it wasn't the face that attracted him so much as the figure.

GENERAL INTELLIGENCE.

The Conference of the Western Church assembled on Wednesday, July 27. The Rev. John Loncas was elected president almost unanimously, he having 219 votes, and the next highest 15. The Rev. John Farror was re-appointed Secretary.

The cholera was raging fatally at Copenhagen.

Austrian workmen had been forbidden to visit Switzerland by the Emperor.

General Concha has written an exposure of the mal-adinistration of Cuba, and had asked permission of the government to publish it.

The *Dublin Nation* says—"There can be no longer any question that the systematized proselytism has met with immense success in Connaught and Kerry. It is true that the altars of the Catholic church have been deserted by thousands, born and baptized in the ancient faith of Ireland. The west of Ireland is deserting the ancient fold.

DISTRESSING SHIPWRECK.—Captain Young, and the only known survivors, ten in number, of the ill-fated barque Argyle, from Bristol for Quebec, laden with iron, which foundered at sea, arrived at Quebec on the 5th inst. The account given of their sufferings is dreadful. It appears that they were nine days in one of the ship's boats drifting about on the ocean, and that six of those days were passed without food or water, during which time seven of the men in the boat died of exhaustion and hunger. Of the survivors, two are females one of whom is an old lady, turned, we should say, of fifty, who, to add to her sufferings, was doomed to see her son, a fine strong young man of twenty three years old, die of hunger by her side. The other female is a young woman; and, strange to say both these females were exposed to the same privations that the men were, and yet lived through them and saw seven strong men sink and die under them.—There were twenty-five persons on board the Argyle, including three passengers—viz., the young woman, the old lady and her son—all of whom betook themselves to the two ship's boats: one of which has not since been heard, of and it is feared that but nine of the twenty-five have been left to tell the sad tale.

ANOTHER FEARFUL RAILWAY ACCIDENT?—For some time past the American papers have teemed with accounts of fearful railway accidents; and it would appear as if some dreadful fatality hung over the railways in the United States. During the early part of last week several minor accidents occurred, the most serious of which was the collision on the Camden and Amboy Railroad, which caused the loss of four lives. But on Friday last, one of those fearful collisions took place on the Providence [R. I.] Railroad, which causes the most fearles to shudder. We learn from a telegraph despatch that the regular train of cars from Providence for Worcester, and an excursion train from Whitneyville, going to Providence and Newport, came in collision on Friday morning, about fifteen miles from Providence, near Valley Falls. Both trains were at full speed, and the result was terrible indeed. The first car of the excursion train was completely smashed, and the second and third badly injured. Fifteen dead bodies have been taken out of the ruins, and sixty persons are wounded! Among the killed was the Pastor of Grace Church, in Uxbridge.

STEAMERS TO CHINA.—The people of the United States are earnestly considering the project of connecting the Eastern shores of the Pacific with China, by means of steam vessels; and in a very short time, we should not be surprised to hear of a line of steamers being placed on the rout. A map has recently been published, shewing the distance of the different routes to Shanghae, in China, from seaports on the American continent. From Lima direct to Shanghae, the distance is 9800 miles—from Panama to the Sandwich Islands, 4760—Sandwich Islands to Shanghae, 4479—San Francisco to the Sandwich islands, 2100—Astroria to the Sandwich Islands, 2200—San Francisco to Shanghae, direct, 5775—Astoria to Shanghae, direct, 5350 miles.

The Boston Journal, in considering this subject, in connection with the contemplated railway to the Pacific, says—

The Pacific, as delineated on this chart, *looks* as if it might be easily and successfully navigated by steam, and there can be successfully tried within a reasonable period, when a journey from Cape Cod through the passes of the Rocky Mountains to the Pacific, thence to the beautiful Polynesian Isles, and on to the Celestial Fmpire, and back, after enjoying with a lordly Mandarian, or a sleepy Chinese beauty, a *fragrant* cup of tea, will be regarded as a mere pleasure trip of a few months or weeks, according to circumstances.

SLAVERY IN CUBA.—The New York Herald has information from Cuba that a demand has been made by the British government for a mixed commission authorized to search estates and places in Cuba for importations of Africans—that the Spanish government has complied, and that the captain general received the official commission by the last British steamer. The agreement also provides for the emancipation of slavery in Cuba at the end of fifty years.

RAVAGES OF THE FEVER AT NEW ORLEANS.—A despatch from New Orleans of the 7th inst. says:

The fever increases with evry hour—hundreds are leaving the city daily.

The official report of deaths during the week ending Friday, the 5th inst., exhibits the frightful number of one thousand and fifty—of which eight hundred and seventy-nine were from yellow fever, showing an increase over the report of the previous week of one hundred and eighty-seven. During the twenty-four hours, ending 6 o'clock yesterday, A. M., there were in all two hundred and thirty-eight deaths, one huudred and ninety-four of which were from yellow fever. Total number of deaths from fever alone, for the eight days ending yesterday, *one thousand and seventy-three.*

The epidemic in the extent amounts to a plague. The city wears a truly desolate and sad appearance. Will not your citizens, as well as those of other northern cities, take immediate measures for the relief of our suffering and dying inhabitants?

In answer to this appeal, the people of New York have subscribed upwards of $13,000 for the relief of their suffering brethren in New Orleans.

Mr. Crenshaw, editor of the Crescent City, died from the yellow fever. Mr Brennan, one of the editors of the Detal, had recovered from the fever, but became stone blind; he was, however, slowly recovering his eyesight. The fever had been very fatal on board the steamboats; one boat having lost eighteen passengers.

LATEST.—*New Orleans, August* 11.—The fever spreads with fearful rapidity, and many are attacked who have already had it. In the dry goods store of C. A. Berrier four clerks were attacked and died the same day.

QUEBEC, AUG. 6. COLLISION.—The steamer Lady Elgin, on her way down from Montreal on Thursday night, ran into the Steamer St. Roch, about midnight, off Cape de la Magdelene, cutting her through to below the waters edge—causing her to sink almost immediately in from 18 to 20 feet water. No lives lost. The Lady Elgin received but little damage.

NEW BRUNSWICK RAILROAD.

We are not from the school of those who "always knew it," and are ready after any event with the everlasting "we always told you so." We have been disappointed in many favorite expectations, and likely will be again, but we are always as free to admit the mistake when we discover it, as to indulge an honest exultation when our opinion is justified by the result.

It is the duty of every man whose position calls him to form opinions and express them, to exercise whatever of discretion God has given him, and give out his aye or nay respectfully but firmly; there is no disgrace to such a one, though the event be out of sorts with all his calculations.

In the matter of the European and North American Railroad, we were called by the accidents of the occasion to be the first Provincialists who "gave voice" at the Portland Convention. We did so in the plainest and most emphatic words we could command, and then and since we have ever adhered manfully to the opinion that as a great scheme of international communication it was bound to obey the necessities of the age and be an accomplishment. We held the opinion, we still hold it, that although it was in no way to be regarded as a Provincial or even Colonial undertaking, it must in its working out and working on, be attended with almost incalculable advantage to New Brunswick. So far as these opinions go we have changed nothing, but we believe we have been *entirely too sanguine in our expectation that the New Brunswick portion of this line was to be undertaken at once, and perfected as soon as men and money could accomplish it.* The great embarrassments of European commerce have undoubtedly affected the arrangements of the contractors; the vexations opposition of the Nova-Scotia Government, and, perhaps, some, half heartedness and double dealing on the part of our own, may have contributed to delay *at a time when delay was all but death to us*, as the changes have since turned out; but the great, the damning difficulty is to be discovered in the portentous fact that *our line has lost its charm and potency with the English capitalists;* they have obtained by their lease of the Atlantic and St. Lawrence line the great desiderata of an Atlantic port and a communication with Canada, and it is not to be disguised that vast as seemed to us the great enterprise of connecting Halifax with the American lines by the way of New Brunswick, it becomes only as fine dust in the balance when placed in competition with the gigantic undertaking of the Grand Junction (Canadian) Line, and its amazing amplitude of territory.

"What once *Europa* was *Jannette* is now," and little wonder is it that the iron and the navvies, which were said to be shipped for Shediac, have found their way to the St. Lawrence,

It is all right down gammon to talk of obtaining a sufficient supply of labor along the line, or from Prince Edward Island, those who are perfectly familiar with the employment of labor in the locality tell us there is not enough to be had for the ordinary industry of the country.

The line is bound to go, and we are bound to be benefited by it, but it will not go so soon as has been promised, and the benefits are more distant than our hopes. *We must wait till "our betters are served."*

HASZARD'S GAZETTE

Wednesday, August 24, 1853.

The Editor of the *Royal Gazette* says "our attention has been directed to the second paragraph of a communication, headed On dits Extraordinary," which appears in the last issue of the *Royal Gazette*; "and we regret to find that an attempt has been made to implicate the Government in its publication."

We were among those who directed the attention of the public to this shameless attempt to injure the character of a worthy man, whose only fault in the eyes of Mr. Whelan and his particular associates is, that he is an independent officer, fearless in the discharge of his duty. Now we positively deny that any attempt whatever has been made "to implicate the Government." The sole person implicated is the Queen's Printer, but we most certainly think that the Government will be implicated if it suffers its servant, the mechanic in its employ, to attack the character of men in office, of a much superior grade and of real responsibility. In the other colonies with the introduction of Responsible Government, the Government *Gazette* has been reduced and most properly, to be the medium of communicating purely Government information—publication of the Acts of Assembly and such advertizements as must by law be there inserted. Why is it not so here? The Government, it seems, have nothing to do with what is inserted in the *Royal Gazette*, but what is stated to be so by express authority!

This is precisely the thing we complain of. The Government ought to have a control over it. It is the paper of the Government, or rather of the public, for it pays for it, and pretty roundly too, as appears by the public accounts. And here is the misfortune we labour under, of having a servant whose duties are altogether mechanical, sitting as one of our masters, and making that which should be the organ of public information, a vehicle for private slander and abuse of every body that does not exactly coincide in opinion with Mr. George Coles whose *minion* we do not hesitate to say, Mr. Whelan unquestionably is. "Inserted as an item of news on the responsibility of the writer alone—a person in no way connected with the Government"! Bah! We do not care who wrote it, nor was it an item of news. Nobody cares to know, and nobody has a right to know upon whom the Sheriff levies an execution, much less should such transactions find their way into the public papers. It was a paragraph intended to gratify the morbid taste of the printer and his master, and if the former did not write "the item of news" he wrote the comments. It is in his style, we remember not a great while since, seeing a paragraph from the same pen, relating to Irish affairs, which if it was not treason, was extremely like it.

It must not for an instant be supposed that because we have called the Queen's Printer a mechanic we intend to offer any insult to that highly respectable and respected class of society. Men, who in sudden and unexpected elevation forget themselves and the duties of their station, are common to every class.

An item of news! What connexion then had it, as such, with Mr. Palmer or Mr. Beer? Why were their names foisted into an announcement that Mr. Binns had been obliged to execute a writ of Possession. It is too ridiculously nonsensical to be credited even for a moment. We were at first, as may be seen in the previous part of this article, at a loss to know how it came, that the Editor of the *Gazette* connected the castigation given to himself will an imputation cast on the Government. On looking however at the *Islander* we find indeed an article on the same subject headed "The Government attack on the Sheriff of Queen,s County."

On looking a little further we found that our contemporary's idea of "The Government" resolves into "George Coles and Edward Whelan," who he says are the sole representatives of what we may fairly term the late Government. In this we agree, and we acquit all the other *pro tempore* holders of office or seats in the Executive of being in the least concerned in it. No! our opinion still is, and will we think still continue, that the whole credit of the thing belongs to Mr. Whelan, in conjunction it may be with Mr. Coles. That Whelan has had a rap over the knuckles, we do not in the least doubt, and we trust that it will have the effect of teaching him to confine himself to truth—if it be possible—not that we care ourselves much about the matter. It hurts not us. Mr. Whelan and his auxiliary of the *Weekly Advertiser* are so well known, that any thing that falls from their pen can blacken nought but the paper it touches. It is said, by the way, that the former writes the abusive articles for both papers, it is not unlikely, there is a sameness, grossness, and utter want of either wit or humor pervading the effusions of both.

The apology made by the Editor of the *Gazette* only makes the original fault the worse, and as to his pretensions of amendment in future, for that we suppose the concluding remarks were meant for such, they are of as much value as the promises of a thief while smarting under the lash, made in the hopes of mitigating the present punishment, but without any intention of being kept in future.

We now take leave of this disgusting subject.

We hear continued complaints, that Advertisements and Handbills are no sooner posted, than they are torn down or defaced.

It is certainly, an annoyance to a man after having nicely painted his Shop or House front, or it may be his garden wall, to find it covered over with *posters*, which, however useful, are by no means peculiarly ornamental. It is also an amusement to the boys—a harmless one they think—to pull them off while quite wet. So that between one and another casualty, not half the benefit is obtained by street advertisements, either to the party who orders them, or to the public, for whose particular information they are ordered. In thinking of a remedy for this, we came across the print of a man, to whom in London the cant name of an "Extinguisher" has been accorded; he is represented as clothed with four boards, wide at the bottom and narrowing towards the top where they are suspended from the neck. He is in short, a walking obelisk covered with advertisements.

Now it has occurred to us, that it would be well worth while to erect a standing obelisk, in the first place, in Queen's Square, some where in front of the Old Court House, about 12 or 14 feet high, stained black for this especial purpose. The expense would be a mere trifle. If the Auctioneers and half a dozen of the principal Shopkeepers were to join together and each send a packing case to a carpenter accompanied by a 20s. note, we will undertake to say that the thing would be done in the course of a day. By doing this two good effects would be accomplished. The public would know where to go with certainty when they wished to ascertain if any article was on sale, and the *Bill Sticker* would be certain of one place, at least, where there was a fair chance of his work remaining unmolested. If any benefit were found to accrue to either sellers or purchasers, similar erections might be made in the tohor four squares and at the head of each public wharf.

Have our readers seen A. Willard's Butter Machine? If they have not, let them, especially the rural part of them, step into the Royal Agricultural Society's Warehouse and examine it closely; they will find their labour well paid for by the gratification it will afford. It is almost impossible to give an intelligible description of it in words, but of its powers nothing is more easily done. It is in appearance a box churn but the dasher is altogether different from those in common use. The cream being put in, there is a thermometer which is marked with a number indicating the temperature it ought to be brought to, in order to cause the butter to separate with the greatest facility. In summer, *cold* water is poured into an outer case, and in winter warm, until the mercury indicates that the proper temperature has been attained. The winch is then turned for a few minutes and the butter is made; a stop cock, at the bottom of the machine protected by a strainer, allows the butter milk to be drawn off; water is then poured in and the butter is thoroughly washed, and the butter milk pressed out by merely a few revolutions of the machine: in like manner the pickle is poured in, and the butter salted or rather preserved. It is then removed from the wheel or dasher with a wooden spatula, and may be either packed for future use or printed, for which last purpose, there is an ingenious sort of print accompanying the machine, which forms an oblong mass, of about a pound weight we should say, prettily invented. This is literally making butter by machinery, for the hand need never come into contact with the made, we suppose we must not now call it *manufactured*, article.

TO THE EDITOR OF HASZARD'S GAZETTE.

SIR;

Permit me to correct an error in your notice of the demise of the late Mrs. Wightman. The departed numbering only 74 years of earthly pilgrimage, and deserving a parting tribute to her worth and usefulness, more than many who have been the subject of powerful laudations. Placed in a public position she had abundant opportunities of doing good, which were not suffered to pass unimproved, and many will be the regrets, felt for the loss of her cheering smile, comforting word, and substantial relief. She was no stranger at the couch of sickness, whilst her parental value may be estimated by the anguish manifested by her sorrowing son and daughter.

A NEIGHBOUR.

The Steamer *Fairy Queen* arrived this morning from Shediac, with a New Brunswick and an American Mail. She left again for Pictou, a little before eight o'clock, but was obliged to put back from some defect in her machinery. She left again for Pictou about 12.

The Steamer *Enterprise*, of Richibucto, left about 12 o'clock for Pictou.

U. S. Steamer *Fulton*, arrived on Monday, in expectation of finding the *Princeton* here. She sailed again yesterday.

The Steamer *Enterprise*, arrived yesterday with a pleasure party from Richibucto.

ROYAL AGRICULTURAL SOCIETY.

COMMITTEE MEETING.

August 17, 1853.

PRESENT:

Charles Haszard, Esq., President.
Jeremiah Simpson, Esq., and Hon. J. M. Holl, Vice Presidents.
His Honor Judge Peters, John Lyall, Esq.
Hon. William Swabey, Hon. Capt. Rice,
Hon. D. Brennan, Mr. William Hyde,
Thomas Pethick, Esq., Alex. Laird, Esq.
Mr. Charles Gregor.
G. W. Deblois Esq., President of Nothern Brnch.

On motion of Judge Peters—

Resolved, That the following Prizes for Turnips be offered, to be competed for in Queen's County, this year—the names of intending competitors to be sent in writing to the Secretary, on or before the 15th day of October:

SWEDES.

For the best acre of Swede Turnips,	£4	0	0
" 2d do. do.	3	0	0
" 3d do. do.	2	10	0
" 4th do. do.	2	0	0
" 5th do. do.	1	0	0
" 6th do. do.	0	15	0
" best Acre of late Turnips,	2	0	0
" 2d do. do.	1	0	0

Ordered, That an Exhibition of the Agricultural products and domestic Manufactures of the Island, be held in Charlottetown, in the month of November next.

The following Resolution was moved by Judge Peters, and carried:—

Whereas, by the 8th By-law of the Society, it is in the power of any Member to offer a Prize for public competition, (subject to the approval of the Committee of the Society), for any object which may have a tendency to foster or encourage any branch of pure rural economy: Be it therefore—

Resolved, That notice be inserted in the Report of this day's proceedings, inviting all persons who may be disposed to offer small permiums, (say from two shillings and sixpence upwards), for any object they may deem worthy of encouragement, to communicate with the Secretary on the subject; and that such premiums be advertised by the Society, to be awarded in the name of the parties offering the same, on the day of the holding the Industrial Exhibition, November next.

In connection with the foregoing Resolution, a list will be opened by the Secretary, who will be happy to communicate with any person on the subject, and afford such information as may be desired.

By Order of the Committee.
CHARLES STEWART, Secretary.

☞ Mr. George Beer, sen. will preach in the Baptist Chapel next Lord's day at Eleven and half past Six.

Summary of Government Advertisements.

SAMUEL MURCHISON will on Thusday, the 1st day of September next, at 9 o'clock, a. m., set up and sell to the lowest bidder the placing of 3 Buoys on the Bar of Pinette Harbour; particulars made known at the sale, which will take place at Buchanan's School House; and on Monday the 5th, at 3 o'clock, p. m., the building of a new Bridge on the Montague River, on the Road leading from Douse's Road, North, to Neil Mathewson's. Security will be required for the due performance of each Contract.

Warrants from No. 88 of the date of the 7th April, 1853, to No. 185, of the date of the 18th April, 1853, (both inclusive,) will be paid at the Treasury on demand, together with the Interest due thereon.

To Corespondents.

"A Subscriber" came too late for this day's issue. He will perceive that we coincide in opinion with him, as to the first part of his communication. We shall avail ourselves of the pertinent remarks made by him on the assumption of the title of "President of Council" in our next.

Port of Charlottetown.

ARRIVED,

August 20, Fairy Queen, Pictou.—H. M. Steamer Devastation, do.
21, Schr. Aimwell, M'Kay, St. Peters; deal—Susan, M'Donald, Port Hill; lumber.—Seahorse, Campbell, Miramichi; lumber.
22, Wasp, Lang, Shediac; deal.—Neptune, do. do.—Unicorn, M'Pherson, do. do.—United States Steamer Fulton, Boston and Halifax.
23, Schr. Jenny Lind, Leitz, Labrador; fish.—Steamer Enterprize, Richibucto.
24, Steamer Fairy Queen, Bedeque and Shediac.

SAILED.

August 21, H. M. Steamer Devastation, on a cruise.
22, Steamer Fairy Queen, Bedeque and Shediac.
23, U. S. Steamer Fulton, Pictou.—Schr. Sagaban, Green, New Bedford; knees, &c.
24, Steamer Fairy Queen, Pictou.
H. M. Devastation arrived on Saturday, and sailed on Sunday on a cruise

Port of Georgetown.

ARRIVED.

Aug. 20th, Brig Ajax from Rustico, to load.—Schr. Hope, Boston.
22d. Brigantine Dart, Boston.

SAILED,

20th, Barque Margaret and Jessie, for Sherbrook, U. S.

Launched,

On the 19th inst. from the shipyard of J. S. Mucklejohn a handsome Schooner of 93 Tons called the *Bee*,

Died,

On the 19th instant, Margaret, daughter of Michael Tool, Charlottetown, aged 1 year and 4 months.

At Charlottetown, on the 21st instant, Mary Elizabeth, daughter of Mr. Thomas Murphy, aged Eleven months.

Married,

On the 19th inst by the Rev. W. H. Hobbs, Mr. William Brawdrick, to Miss Catherine Grogget, all of Charlottetown.

At St Peter's Road, on the 14th inst. by the Rev. Doctor Jenkins, Mr. Donald Stewart, to Miss Precilla, eldest daughter of Mr. George Vickerson, of St. Peter's Road.

Passengers,

In the Steamer *Enterprize*, from Richibucto, last night, Mr. J. Sorresby, Miss Sorresby, J. W. Holderness, Lady, family and servant; the Misses M'Leod, the misses Smith, Dr. Pallon, Wm B. Jones, Mr. Cay, Chas. L. O. Hanimond, of U. S. Navy and Master Desbrisay.

Charlottetown Races for 1853!

THE RACES will take place on the usual course, *Saint Peter's Road*, on the 26th and 27th days of SEPTEMBER.

A THIRD MEETING of Subscribers and friends to the *CHARLOTTETOWN RACES*, will take place at the *Globe Hotel* on THURSDAY evening the 1st September, at 8 o'clock precisely, for the purpose of choosing Stewards and transacting other necessary business connected therewith.

N. B. Gentlemen favourable to the Races will find the list opened for Subscriptions thereto, at the Store of the Royal Agricultural Society, at the Victoria Hotel, the Globe Hotel, and at the Drug Stores of W. R. WATSON and JAMES GILLIGAN.

15th August, 1853. (All the Papers.)