HASZARD'S GAZETTE.

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September 5, 1853. Isl

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Incorporated by Act of Parliament.

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LIFE AND FIRE INSURANCE COMPANY, LONDON.

ESTABLISHED BY ACT OF PARLIAMENT.

Capital £5,000,000 Sterling.

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A Hooded Waggon for Sale.

AT Mr. RICHARD HEARTZ'S will be found a very comfortable and easy HOODED WAGGON for Sale. Price £40 at three months, on approved note.

Charlottetown, April 20th, 1854.

PRINCE EDWARD ISLAND ALMANACK FOR 1854.

FOR SALE by GEO. T. HASZARD.

Just published, price 6d.,

THE

WAR IN THE EAST.

The Principals in the Strife,

AND

ITS PROPABLE ISSUE.

A LECTURE,

Delivered in Charlottetown, April 28, 1854, before the "Mutual Improvement Association," by the

REV. J. R. NARRAWAY.

For sale at G. T. HASZARD'S Book Store.

To be Let,

Corner of Great George and King Streets,

A NEW and commodious SHOP, suitable for a GROCERY or DRAPERY STORE, with CELLAR and Out-House room. Apply to

W. C. HOBBS.

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THE Subscriber begs respectfully to inform his friends and the public, that he has commenced business as Auctioneer and Commission Merchant, and trusts by punctuality and attention, to merit a share of public patronage.

WILLIAM DODD.

Auction Room, Smardon's Buildings, Queen Square, June 5th, 1854. Isl4w

A CARD.

THE Subscriber begs leave to inform the Public, generally that he has commenced business as, a

Commission Merchant and Auctioneer.

At the corner of Queen & Sydney Streets, and hopes by promptness and punctuality to merit a share of their patronage.

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☞ CASH advanced upon articles left for Auction.

MINIATURES! LIKENESSES.

THE Subscriber has just received a handsome stock of Plates and Cases, gold and plated Lockets and Broaches for Likenesses, done by top or side light.

Also, a first rate Camera, for sale, with instructions in the old stand.

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WESTERN MAILS.

THE WESTERN MAILS will be forwarded on and after Monday next, the 22d of May, inst., every MONDAY, and THURSDAY morning, at 9 o'clock.

THOMAS OWEN.

General Post Office, May 18, 1854.

Carriages! Carriages! Carriages!

THE Subscriber, thankful for past favors, takes this opportunity to inform his friends, and the public generally, that he has removed to Green's Shore, and will be prepared to furnish Carriages, of every description, at the shortest notice; and he hopes by punctuality and good workmanship, to merit a share of public patronage.

JOHN TODD.

WANTED, for the Fanning Grammar School, at Princetown Royalty, a *TEACHER*, of the Second, or highest Class. This School having latterly been ably conducted, the inhabitants are the more desirous that it should not retrograde; consequently none need apply who are not fully competent, and who can produce satisfactory references as to their competency and general good conduct. Apply to the undersigned.

THOS. MACNUTT,
Chairman of Trustees.

Princetown Royalty, March 28, 1854.

EXHIBITION.

AN EXHIBITION AND SALE (for purposes connected with the Episcopal Church, Charlottetown,) of fancy and useful Articles, will (D. V.) take place at the Temperance Hall, on Wednesday, the 12th day of July next. Contributions will be thankfully received by the following Ladies forming the Committee:

Mrs. BAYFIELD, Mrs. D. HODGSON,
" CUNDALL, " HOBKIRK,
" T. DESBRISAY, " JENKINS,
" FITZGERALD, " E. PALMER,
" H. HASZARD, " A. YATES.
" J. HENSLEY,

Charlottetown, 7th March, 1854.

MAILS.

THE MAILS for the neighbouring Provinces, and the United States, will be made up and forwarded via Pictou, on and after Tuesday the 9th instant, every TUESDAY and FRIDAY night, at Eight o'clock, until further notice.

Mails for England, to be forwarded via Halifax, will be be made up every alternate Tuesday night, at 8 o'clock, viz:—

Tuesday, the 9th May, Tuesday, the 18th July,
Tuesday, the 23d May, Tuesday, the 1st August,
Tuesday, the 6th June, Tuesday, the 15th August,
Tuesday, the 20th June, Tuesday, the 29th August,
Tuesday, the 4th July,

THOMAS OWEN, Postmaster General

General Post Office, May 2, 1854.

BRASS FOUNDRY. AND MACHINE SHOP.

BY W. C. HOBS.

NOW open in Great George Street, on the old Stand. Old Copper and Brass bought. An Appretnice wanted.

May 18, 1854.

From the Liverpool APOTHECARIES' COMPANY.

PER Brig *Helen*, from Liverpool, M. Wallace Skinner, family and dispensing Druggist, has received a large supply of genuine British DRUGS and MEDICINES from the above Company, which include every thing in his line.—Patent Medicines; Perfumery; Toilet requisites; Hair Oils; Pomades; Fancy Soaps, &c.; a large lot Feeding Bottles; and every article kept by Druggists generally, will be found at his Establishment.

M. W. S. begs to intimate that in future, he will get his supply of Drugs from the Liverpool Apothecaries' Company, which will be a guarantee that they will be of the very best quality. Surgeon's prescriptions, and family receipts carefully prepared from Drugs of reliable quality.

Medical Ware House,
June 6th, 1854. Ex & Isl3i

TURNIPS.

THE ROYAL AGRICULTURAL SOCIETY offer the following Premiums, to be competed for in Queen's County this season, viz:

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

Should the most successful competitor have been a winner of a First Prize on any previous occasion, he will receive, instead of the Money Prize, a Silver Medal, with suitable inscription; and the money for the first Prize will be awarded to the next successful competitor, and so on to the end of the list.

AN INDUSTRIAL SHOW will be held in Charlottetown in November, at which the usual Prizes will be awarded.

By Order,
C. STEWART, Secretary.

Committee Room, 3d May, 1854.

CUTTING-OUT.

There is a certain delicate and desperate species of naval service, in which British seamen are peculiarly distinguished as able, and frequently successful, professional operators: it is called *cutting-out*. This very rarely takes place on any extended scale, and it is equally rare for any large force of men to be employed upon it. As a general rule, cutting-out is performed without much premeditation or nice calculation of risks: it is usually planned by some young spirited officer in command of a frigate, or small flotilla, and undertaken almost impromptu by himself and other daring naval aspirants, as much from a feverish resolve to distinguish themselves, and earn promotion by 'doing something,' as from any other motive. It is rarely we find veteran officers of high rank engaging in such desperate adventures, unless there is a very important stake to be gained—some object either of extraordinary intrinsic value, or else likely to lead to commensurate advantages. It is a service *sui generis*, requiring particular faculties, distinct and different from those essential in other branches of the service. Young, dashing fellows, of dauntless bravery—

> That for itself can woo the approaching fight,
> And turn what some deem danger to delight—

who can coolly and skilfully lay down their plans, and daringly execute them in person, are the men to succeed on the occasions in question.

Suppose a frigate chases an enemy, of equal, or superior, or inferior force—no matter which—and that enemy, by dint of shewing a nimble pair of heels, runs into a friendly harbour before he can be overtaken. Here the Don, or Mynheer, or Mounseer, or Moslem, or whatever he may be, shelters himself by mooring stem and stern under the guns of a battery on shore, and gains defiance at his disappointed pursuer. What is to be done? The British frigate sails as closely in as may be prudent or possible, and hovers about till sunset, meanwhile diligently taking note by aid of her glasses—as telescopes are called on shipboard—of the position of the coveted prize, and the nature of the shore defences, and all other obstacles to her capture; then, ere nightfall, tacks about, shews her stern, and steers directly out to sea, as though sullenly confessing she has no chance. Has the captain given up all hope of doing business?—Not a bit of it. He dives down into his cabin, and, either alone or in consultation with his lieutenants, rapidly plans a cutting-out. The crew are duly mustered, and their commander's intention being promulgated, they give a cheer like true British sailors, and eagerly volunteer for the boat-service. The required number are promptly selected, armed with cutlasses, pistols, and boarding-pikes, and a strip of white ribbon tied round their left arms, to distinguish them in the coming tussle. It is clearly settled what boats are to be despatched, what officers are to command, what seamen and marines are to go in each boat, and in what order the boats are to lead and board, &c. As soon as it is dark enough, the frigate points her head for the shore again, and probably about midnight, after extinguishing or shading every light, brings-to in a position deemed most favourable for her to await the result of the enterprise. Pinnace, cutter, jolly, and gig, are silently lowered; the men take their appointed places; and without a word being spoken, the carefully muffled oars are dropped into the water, and the boats glide noiselessly towards their destination. Of the rowers, it may be truly said that, in the regular man-o'-war fashion,

> Bending back, away they pull
> With measured strokes most beautiful!

But on these momentous occasions they poise their oars so deftly, feather them so gently and accurately, and dip the edge of their blades with such keenness and precision, that there is no splash in the water, and no rumble from the rowlocks; and should the sea be smooth, a musical ripple at the stem, and an undertoned gurgling sound in the runs of the stern, alone betoken the propulsion of the boat. Possibly, they may get close alongside, or even board the enemy's ship ere they are discovered; but in general a better watch is kept, and they will find the sentinels on the alert, and be fired at the moment they come in sight. No matter. As soon as silence and precaution are no longer of use, every boat cheers loudly, and dashes recklessly forward in eager emulation as to which shall be the first to board. Soon they are alongside, the men climbing up the chains, and clambering over the boarding-nettings, despite the fierce thrust of pike and cutlass, or the deadlier resistance of musket and bayonet. All is now desperate hand-to-hand fighting; and whilst it rages, a party of our frigate's men run aloft to loose the topsails, and others cut the cables, so as to get the enemy under-way, and out of the range of the shore-battery as speedily as possible. When resistance is overcome, the crew of the captured vessel are driven headlong below, and secured beneath the hatches, and the gallant cutters-out sheet home the sails, or, if the wind is dead, tow the ship out of harbour with their boats. Ere this time, probably, the battery on shore opens a furious fire, which may kill friend and foe indiscriminately; but British tars are not easily deterred from carrying out a cherished design; and unless the masts and rigging are materially shattered, the vessel is quickly beyond range of the hostile cannon, and, when morning breaks, the triumphant frigate and her prize are mere specks in the offing. Occasionally, however, the result is sadly different. The enemy may be so well prepared, that some of the boats may be sunk ere they can pull alongside, and the men who manage to board may be all slain or taken prisoners.

We have recently searched our naval chronicles, and have conned over a great number of cutting-out offairs, and we now purpose to give some account of two or three which appear to us to be the most remarkable and brilliant on record, and cannot fail to impress the reader with a vivid conception of the truly marvellous deeds of naval skill and daring that British men-o'-war's men will undertake and perform. One case is an honourable failure; but we will give it the first place, both for the sake of chronology, and because it was planned and attempted to be carried to a successful issue by the justly celebrated Sir Sydney Smith, and led to other incidents of historical note.

In the spring of 1796, Sir Sydney was cruising on the French coast in command of the *Diamond*, 38-gun frigate, when he learned that the *Vengeur*, an armed French lugger—only too well known in the Channel for her numerous captures of English merchantmen, and which had hitherto defied capture herself through her wonderful sailing qualities—was anchored ready for sailing, in the inner road of Havre. Sir Sydney resolved to cut her out; and accordingly prepared the launch and four other boats of his frigate, in which he embarked fifty-two officers and men, all told, and took the command of the whole himself, because his three lieutenants were, from one cause or other, unavilable for the duty. At 10 P.M. they set off, and after a brief struggle, seized the *Vengeur* without the loss of a man. But the difficulty was, not to win this prize, but to carry her out to the offing. The French crew had cut their cables, and the lugger drifted bodily shoreward, spite every effort of the capturers. By daybreak, the lugger was anchored up the river beyond Havre, and a number of vessels put forth from that town to re-capture the prize, which Sir Sydney, on his part, was resolved to defend to the utmost. He first sent the prisoners ashore, and then prepared for action. In a brief period, a large lugger opened fire on the *Vengeur*, and numbers of small vessels, full of soldiers, surrounded her, and poured in volleys of musketry. There being no wind to fill his sails, the gallant British captain found he had become thoroughly entrapped, and at length surrendered, with a loss of about a dozen killed and wounded. Sir Sydney Smith was removed to Paris, where he suffered a rigorous imprisonment of two years, and was even threatened with death on the pretence that he was a spy. Finally, he effected his escape from the Temple in a characteristically romantic and daring fashion, the details of which are probably well known to the reader.

In the year 1897, a fearful mutiny took place on board the *Hermione*, 38-gun frigate, commanded by Captain Pigot, when cruising off Porto Tico in the West Indies. The excessively cruel and monstrously tyrannical conduct of the captain, appears to have been the sole cause of this affair; but the mutineers were not content with sacrificing that wretched man, for they murdered nine other officers, and then carried the frigate to La Guayra, and traitorously gave her up to the Spaniards; and as a Spanish frigate she subsequently sailed the seas. Many of the mutineers paid the deserved penalty of their crimes. In 1799, this same *Hermione* was reported to be bound from Puerto-Capello to Havanna, having a crew of nearly 400 men, including a number of soldiers, and mounting forty-four guns, or six more than when she was a British frigate. The British admiral at Jamaica ordered the *Surprise*, Captain Hamilton, to go out and try to meet with the *Hermione*. The *Surprise* was a 28-gun frigate, with a complement of less than 200 men, and therefore in all respects very inferior to the vessel she was sent to engage; but sailors in those busy fighting-times did not care to calculate odds very nicely: they were all ready to swear that one Englishman was, any day and in any way, a match, and more than a match, for two Mounseers, or three Dons. However, no such encounter and triumph was destined for the British frigate this time, for after Captain Hamilton had cruised about for weeks without getting a glimpse of his antagonist, he thought it best to sail to Puerto-Capello, and learn whether the latter had really left that port. Surely enough she had not, for between two enormous batteries at the harbour mouth, the *Hermione* was snugly moored stem and stern. For some days the *Surprise* hovered about, and finally Captain Hamilton informed his assembled crew that he had determined to cut out the *Hermione*—an intimation which they received with three hearty cheers. Six boats were prepared, carrying in all 106 officers and men; and explicit orders were given to every officer individually. Mr. James gives a very minute and accurate account in his *Naval History* of this dashing enterprise; and we cannot do better than follow his version, and partially quote his narrative. Captain Hamilton in person commanded the pinnace, and directed the whole operations. The flotilla of boats were discovered when within a mile of the *Hermione*, and two of the enemy's gun-boats opened fire on them. Some of the frigate's boats fooolishly engaged with these gun-boats, instead of following their captain straight to the main attack. 'The alarm created by the firing,' says Mr. James, 'soon awakened the crew of the *Hermione* to the meditated attack. Lights were seen at every port, and the ship's company were at quarters. On the pinnace crossing the frigate's bows in order to reach her station, a shot was fired from the forecastle, which crossed over her. . . . As the starboard oars touched the bends of the *Hermione*, Captain Hamilton gave orders to lay in the oars and board, the boat being then under the starboard cat-head and fore-chains, lying stem and stern with the frigate. The crew obeyed the word instantly; and the captain would have been the first on board, but from some mud on the anchor—which was hanging from the cat and shank-painter, and which had been weighed that day—his foot slipped; but he retained his hold on the foremost lanyard of the fore-shrouds, by which he recovered himself, his pistol going off in the struggle. Having succeeded in gaining a footing on the forecastle, the English freed the foresail ready for bending and hauling out to the yardarms, laying over the forestay; and this served for an excellent screen to these few daring men now on board.' By this time, the Spanish crew, at quarters on the main-deck, were firing away, not yet being aware they were actually boarded; but the Spaniards on the quarter-deck warmly disputed their post, and a fierce hand-to-hand encounter ensued, Captain Hamilton himself being wounded severely. At a critical moment, the marines from one of the cutters boarded, and gave a turn to fight. They fired a volley down the after-hatchway, and then rushed below with fixed bayonets, driving sixty Spaniards into the cabin, and there securing them. The cables now were cut, and with the aid of the foretopsail and the boats, the *Hermione* was got under-way, and stood out of Puerto-Capello, despite the fire of the formidable batteries, which, however, cut up the rigging, and lodged some balls below the water-line. The boarding commenced at midnight, and by one o'clock all resistance ceased, and in another hour the prize was safely out of gunshot, and in full possession of the daring captors.

Only twelve British seamen were wounded, and none killed; but the Spaniards suffered the amazing loss of 119 killed, and 97 wounded—in all, 216, or above one-half of their entire crew! Even Mr. James, who is usually so cool and guarded in expressing his opinions, and who is admitted to have written his great work with the nicest impartiality, cannot help warming when narrating the affair; and he justly and strikingly sums it up by saying, that 'the history of naval warfare, from the earliest time to this date, affords no paralled to this dashing affair: it was no surprise, no creeping on the sleepy unawares; the crew of the frigate were at quarters, standing to their guns, aware of the attack, armed prepared, in readiness: and that frigate was captured by the crews of *three* boats, the first success being gained by sixteen men. . . . The best record of this well-planned, well-executed, daring, gallant enterprise, is to be found in the Painted Hall at Greenwhich Hospital.' For this exploit, Captain Hamilton was knighted; the House of Assembly at Jamaica voted him a sword worth 300 guineas; and the Common Council of London voted him the freedom of the city. As to the *Hermione*, she was restored to her rank in the British navy, under the significant name of the *Retribution*.

Our next and concluding narrative of cutting-out is more modern in date, and the distinguished hero of it is yet, we are happy to say, living, full of years and honours. Lord Cochrane (since 1831, the Earl of Dundonald) has ever been reckoned unsurpassed for the very remarkable valour and daring skill displayed by him during many of the earlier and happier years of his naval career, prior to 1814, when his professional prospects were destroyed by the lamentable stock-jobbing hoax, in which, there is now every reason to believe, he was a mere dupe of scheming villains, and far more to be pitied than condemned. Up to that period, there was not a more active, skilful, and successful officer in the whole navy; in proof of which it is worth mentioning that during the ten months he commanded the *Speedy* sloop of fourteen guns, he captured the vast number of thirty-three vessels, mounting in all 128 guns. This by the way. In 1818, he became commander-in-chief of the navy of Chili in South America, and soon afterwards occurred the brilliant affair which is the means of introducing him to the reader of this article. The Chilians, we must permise, were fighting for their independence against the Spaniards. Lord Cochrane anchored with some ships in the outer roadstead of Callao, and at the same there lay in the inner harbour a large forty-gun Spanish frigate named the *Esmeralda*, and two sloops of war, with fourteen gun-boats, and other defences disposed around them, besides the protection of a formidable range of batteries ashore. The frigate was well prepared for defence; nevertheless Lord Cochrane determined to cut her out. For this purpose, he collected about 240 volunteers from his vessels, and placed them in fourteen boats, which, in two divisions, proceeded to carry out the desperate enterprise, cammanded by his lordship in person, on 5th November 1820. The result may be given in the words of Captain Basil Hall:—'At midnight, the boats having forced their way across the boom, Lord Cochrane, who was leading, rowed alongside the first gun-boat, and taking the officer by surprise, proposed to him, with a pistol at his head, the alternative of "Silence or death!" No reply was made; the boats pushed on unobserved, and Lord Cochrane, mounting the *Esmeralda's* side, was the first to give the alarm. The sentinel on the gangway levelled his piece and fired, but was instantly cut down by the cockswain; and his lordship, though wounded in the thigh, at the same moment stepped on the deck. The frigate being boarded with no less gallantry on the opposite side by Captain Guise, who met Lord Cochrane mid-way on the quarter-deck, and also by Captain Crosby, the after-part of the ship was soon carried, sword in hand. The Spaniards rallied on the forecastle, where they made a desperate resistance, till overpowered by a fresh party of seamen and marines, headed by Lord Cochrane. A gallant stand was again made on the main-deck; but before one o'clock the ship was captured, her cables cut, and she was steered triumphantly out of the harbour, under the fire of the whole north force of the castle. The *Hyperion*, an English, and the *Macedonian*, an American frigate, which were at anchor close to the scene of action got under-way when the action commenced; and in order to prevent their being mistaken by the batteries for the *Esmeralda*, shewed distinguished signals; but Lord Cochrane, who had foreseen and provided even for this minute circumstance, hoisted the same lights as the American and English frigates, and thus rendered it impossible for the batteries to discriminate between the three ships. The *Esmeralda*, in consequence, was very little injured by the shot from the batteries. The Spaniards had upwards of 120 men killed and wounded; the Chilians, eleven killed and thirty wounded.'

The sense of smelling, tasting, and even of feeling or touch, are liable to innumerable causes of deception. It is mentioned in the Museum of Art and Science that if two fingers of the same hand, being crossed be placed upon a table, and a marble or pea is rolled between them, the impression will be, if the eyes are closed, that two marbles or peas are touched. If the nose be pinched, and cinnamon be tasted, it will taste like a common stick of deal. Many substances loose their flavour when the nostrils are stopped. Nurses, therefore, upon right and scientific principles, stop the nose of children when they give them doses of disagreeable medicine. If the eyes be blindfolded, and buttermilk and claret be alternately tasted, the person tasting them, after a repitition of the process, will be unable to distinguish one from the other.