

RAILWAYS IN RUSSIA.—A scheme for a system of railroads establishing direct communication between the Baltic, Black and Caspian seas has been submitted to the Emperor of Russia, and will probably be adopted and speedily put in execution. The rails will together be about 7300 miles in length, and will aid immensely in developing the resources and trade of the empire. The centre from which these new lines are to diverge is proposed to be fixed in an agricultural district of European Russia. A tract of country abounding in coal fields and salt mines, and of great agricultural capabilities. From some central point in this district, probably Tula or Orel, the lines are to radiate to the Black Sea, Moscow, another South to the Black Sea, touching the Dnieper, with a branch to the coal mines of the Don, a third East to the Volga, with a branch connecting the Volga and the Don, and a fourth West to the Danubieg, connecting with the Riga and Danubieg line.

Nicaragua.—New York, Aug. 2.—Details of the news from Nicaragua, brought by the Grenada to New Orleans, are in the New Orleans papers published Saturday.

Gen. Walker received an overwhelming majority for President, and was inaugurated on the 12th ult., with imposing ceremonies.

Don Firmin Ferrer, the provisional President, delivered an address, resigning the reins of office, and administered the official oath to Gen. Walker in the presence of an immense and enthusiastic assemblage.

Gen Walker delivered an Inaugural Address, in which the programme of his administration of the foreign and domestic concerns of the Republic was briefly yet judiciously laid down.

The country was tolerably quiet. Ravis held possession of Leon, and a party of Chamoristas were in the vicinity of Choluteca.

As soon as the rainy season is over, it is expected the allied forces of the Northern Central American States will commence hostile operations, and Gen. Walker is sadly in need of the sinews of war to repel the invaders.

NOVEL SPECULATION.—Among the many joint stock speculations which have been submitted to the public in late years, there is none so remarkable, whether in the nature of its grandeur or of the enterprise, as that contained in a pamphlet recently published in Brussels, London and Leipzig, entitled "La Conquete de la Chine," (the Conquest of China), for the year 1866, the joint authors of an eminent politician and journalist. "The object of the scheme is the conquest of the Chinese Empire, which the anonymous author proposes to achieve by means of a capital of 300 millions francs, and an army of 25,000 men.

"The eminent politician and journalist" readily disposes of any objection which may be raised against the legality of the enterprise by saying, that if the "initiative is not taken by the Europeans, a Lopez or a Walker will soon be found to carry the plan into effect; and as regards the law of nations, he says, "Laws only exist for those who respect and observe them themselves, not for a blood-thirsty corrupt government which punishes everything like progress as a crime, and which only maintains itself by a constant violation of its laws." What the author designs his pamphlet to be considered as "a serious incident in the domain of reality," or as an extravagant satire upon the wild speculations which are now so daily proposed in Europe, we are not able to say. Abundant more so, than many of the bubble speculations, than under more specious names, have already found numerous willing dupes. "We say above novel speculation," is a superlative satire on the American annexation notions, and their very law rules for the interpretation of *de facto* government.

TUGS ON RIVER ST. LAWRENCE.—We had yesterday the privilege of inspecting two very fine vessels, built by Messrs. Robert Napier and Sons, and at present lying in their dock at Lunenburg. They are tugs which were constructed for by Mr. Mackenzie, and are under the management of the Canadian Government of Canada, and are intended to be used for towing vessels engaged in the Canadian trade from the Island of Anticosti up to Quebec. As they are without exception, the finest vessels of their class ever built, a few particulars regarding them will not be uninteresting. They are built of iron, the plates being much thicker than those used in the ordinary class of vessels. Their length of keel is 170 feet, breadth of beam 30 feet, and their depth 17 feet. They are each 730 tons burthen, and will be propelled by a screw, driven by a pair of oscillating engines, of about 125 horse power. We saw one pair of the engines, and were struck with their remarkable strength and solidity. A party experienced in engineering assured us, that both engines were of the best quality. Both are of a mason-rigged, and fitted with four water-tight bulkheads. The chains and anchors are in accordance with the rules of the Admiralty. Cabins, commodious and light, and fitted with accommodations for a dozen passengers, have been fitted up, and when completed, instead of resembling a tug such as our readers are in the habit of seeing on the Clyde, they will resemble many respect aspects some of our first class ocean steamers. They are named the "Queen Victoria" and "Napoleon III.," and have been built under the superintendence of Captain Davison, a gentleman of much experience. As soon as completed, the Victoria will proceed at once to Quebec, and we will believe, take fourteen cabin passengers, and about one hundred tons measurement of light cargo, for which she is fitted with accommodation. She is expected to make a passage in eleven days, and when her size and the immense power of her engines are considered, it is not an extravagant estimate. The Napoleon III goes to Havre direct, where she will take on board five lanterns for lighthouses on the Straits of Belleisle, and the Gulf of St. Lawrence. The Queen Victoria will be commanded by Captain William Davison, and the Napoleon III by Captain David McKay.—*North British Daily Mail.*

Captains Davison and McKay are natives of the British Empire, and were formerly in the command of the Canadian steamers, and both are well known skillful and energetic seamen.—*Ed. CUNEO*

TELEGRAPH ACCIDENT.—We learn by telegraph from Digby, that a young woman named Pappou, in Lower Ganung, on Monday last, while assisting her husband stowing hay, fell from the mow upon the pitchfork in his hand, which penetrated into her heart.—*Instant death.* She had been married only a fortnight previously.—*Yarmouth Herald, 31st July.*

NEWYLAND.—By the arrival of the R. M. Steamer *Caryby*, we have St. John's date to the 23rd July. A fearful gale took place on the 2d July along the coast of Newfoundland. At Placentia Bay, 10 boats, 1 schooner, and 9 boats crew are reported lost. About 30 boats with their crews and some were lost at Compton Bay, and a great destruction of property occurred at other places along the coast. A number of lives were also lost.

A fire broke out in St. John's on the evening of the 15th July, on the castle side of the harbour, and a great quantity of very destructive character before it was subdued. About twenty houses were consumed. Among the names of those burnt out are mentioned Kellond, Burk, Green, Capt. Forward, Mrs Knight, Hughes, Colpan.

The products of the Fisheries through out the Island are stated to be anything but encouraging; but, at the date of the latest accounts, they were improving in the vicinity of St. John's.—*Acadian Recorder.*

HASZARD'S GAZETTE.

Wednesday, August 13, 1856.

The British and American Commissioners appointed by their respective governments to enquire into our harrying of the fishing right of fishing on the coasts of America have been some time in the Island, and are in the course of visiting all parts of it. They are, we are assured, in the purpose of pointing out the limits of the fishing grounds common to the subjects of both nations. After those gentlemen shall have concluded upon and published their report, we shall expect to see American fishermen coming into our harbours, on the same confidence of a kind friendly reception that they would into their own; nor have we the least doubt that this friendly intercourse will be productive of mutual advantage. It is to the interest of a poor trader to have to deal with a rich customer and of a small colony such as the Island, to have a market the whole Atlantic seaboard abounding in wealthy cities and flourishing towns and villages to resort to, rather than that of a distant market, their distant than the next session of the Assembly, when some of those very fishermen will be induced to settle on our shores by bringing capital to invest in the purchase of a small extent with a frontage on the coasts or creeks that are every where to be met with. Small fishing craft, and small disposition towards around the Island would in the course of a few years, work a considerable change in the aspect and appearance of the Island. It soon be met with in every fitting locality, nor would we have to complain of the want of a staple commodity for export in the shape of fish, and it would be prepared in different ways. Nor would this be all; there are farmers in large numbers near to the coasts, who from their small farms, are enabled to get to the interior in search of farms, much to their mortification, for to men brought up within a few miles of the sea, to be obliged to do nothing is more distressing than to have to reside in a country at a distance from it. There is a fascination about the sea, that is felt not only by the sailor, or one who is deprived of the sight of it, and the pleasures, gratifications and comforts that a proximity to it affords, but by the farmer, who is informed that they can rely upon, that farms of a far better description of soil and at a much lower price of ground than the Island, where, when once there, they will be within an hour or two sailing or rowing of good fishing-grounds and to which they and their families, culture and household may be carried by water by a voyage of a week at most, instead of a long and tiresome journey by land, and in which a great many will be glad to come. This is one of those changes that is much to be desired; we saw every year of families emigrating to the States or other places in quest of more fertile methods of getting rich than the gradual, but on the whole, sure returns of agriculture can afford. It is to be desired, that a company immigration to supply this outgoing; and the surplus population of the northern United States, who are poor, and who are in quest of a full supply of supplying half a million of inhabitants with ease and in comfort. Our rulers must look ahead and go ahead.

THE BELFAST TEACHERS' ASSOCIATION.
The monthly meeting of the above association was held at the Methodist School House, on Saturday the 26th July.
Present—A. Beaton, A. McEachern, A. McDonald, J. P. Jones, J. P. Jones, J. P. Jones, McKenize, H. Campbell, and J. McMillan, Esq. The following resolutions were proposed and unanimously agreed to.
Resolved, that the Chair be the Chair pro tem. in the absence of the Chairman.
It was found that in consequence of certain circumstances, the meeting had been postponed last meeting had not been visited, it was therefore

Resolved, that they be visited before next ordinary meeting, by the Committee formerly appointed, Mr. K. McKenize and J. Millan, Esq. were appointed to prepare addresses for next meeting.
Resolved, that the next meeting be held in the Plastic School House, on the last Saturday of August, at 8 o'clock, at 8 o'clock.

H. CAMPBELL, Sec'y.
P. S. The Editors of the *Irish Examiner* and *Journalist* will oblige by inserting the above.

The City and its vicinity was visited by a very severe than the storm accompanied with hail and rain of the heaviest description, beginning at 8 o'clock, and continuing with very heavy rain till 3 o'clock next morning. We have not had this as yet to learn whether any greater injuries have been sustained than that occasioned by the breaking of glass 10 some of the houses. We much fear from the intensity of the lightning, and the extreme violence of the storm, during the night, that some of the houses, and especially shall hear of much damage having been done by the crops and otherwises.

The Bank of P. E. Island are happy to perceive by the advertisement in this day's paper, has commenced operation.

FIRE INCIDENTS.—Between Saturday night and Sunday morning last, Aug. 10th, the house, barn, and out-buildings, furniture and farming utensils, belonging to James Cousby, (blind), of the West River, near Crosby's Mills Lot 50, was consumed by fire—during the absence of the family which resides on the Tryon Road. It is supposed to be the work of an incendiary, the public are respectfully advised to aid him in getting up another house.

ENIGMA.
I am composed of 12 letters.
My 7, 11, 2, 5, 6, is a general term.
My 7, 18, 10, 13, is one of the asteroids.
My 5, 7, 4, 13, 12, is one of the planets.
My 1, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, is a property of matter.
My 1, 2, 3, 4, 14, 17, is one of the asteroids.
My 4, 8, 13, 10, 15, 17, is a part of the eye.
My whole has acquired a world wide reputation in the Crimea.
Belias, Aug. 4, 1856.

At the residence of the bride's father, by the Rev. James Allen, Married.
MR. ALEXANDER ROBERTSON, of Bonshaw, West River, to Miss Ann MILLAR, eldest daughter of James Millar, Esq. Five Mile House, St. Peter's Parish.

DIED.
At the North River, the 5th inst., after a long and painful illness, which she bore with patience and resignation, Mrs. Elizabeth Maloon, aged 70 years, departed this life, and was buried in the usual manner, as desired by her friends and acquaintances.

Port of Charlottetown.
ARRIVED.

- Aug. 6.—Mayflower, Purdy, Pegasus; Lineston.
- 8.—Lively Lass, Ayton; coal, feathers &c.
- 11.—Inverness, Pierson; coal, feathers &c.
- 12.—Inverness, Pierson; coal, feathers &c.
- Hume, Balmora; Lineston.
- 15.—Bea, Oulton; Bay Vert; deal.
- Aug. 6.—Schooner T'rail, McNeill, Pierson; bal.
- 8.—M. Pines, Liverpool; Timber &c.
- Messrs. McGill, Brig. Flanders, Henderson, Plymouth, deals, by J. Peake, see Belle, Chapelle, Bay Vert, coal.
- 9.—Schooner, McDonald, Ruchobito bal.
- 9.—Schooner, McDonald, Ruchobito bal.
- 9.—Schooner, McDonald, Ruchobito bal.
- 10.—scho. Mary Ann, Wood, Pierson; bal. see Bee, Oulton, Bay Vert; bal.

Auction.
TO BE SOLD, at 11 o'clock on FRIDAY morning, the 15th inst., at Auction, a good sized
Lighter.
now lying of Douce's wharf. For further particulars apply to
August 11.
BENJ. DAVIES,
Auctioneer.

Regatta.
NOTICE is hereby given, that the following Prize Races will be awarded for the Regatta to be held on the 16th inst. by men belonging to I. M. S. *Arad*—First prize \$24; second do 22. No second prize, unless contested. The race to consist of 124 o'clock on Wednesday, the 20th inst.
Resolved, that the time for entrance be extended until 10 o'clock on Monday, the 16th inst. at the order of the President.
August 11. **BENJAMIN DAVIES, Sec'y.**

Shingles, Lumber, &c.
PINE BOARDS, (a good article), Spruce Boards, Deal, Pine, Siding, Slender Posts, Laths, Birch Plank.
SHINGLES, (FINE, Cedar and Fir).
100 per pound (WINDSOR, James & Co.)
August 11, 1856. **JAMES N. HARRIS.**

Wanted to Purchase.
OATS, OATMEAL, BUTTER, LARD, Macerine, Cod Oil, &c.
JAMES N. HARRIS.
August 11, 1856.

Feathers! Feather Beds!
I will be awarded for Sch. Ornament and other important goods, by James N. Harris.
August 11, 1856. 31

Miss Lucy Smith, the mother of the late Jos Smith, the Mormon prophet, died at Navajo recently.