

It cannot be a matter of wonder, Mr. Editor, under such circumstances, that the tenantry should become alarmed; that they convened a meeting and selected three highly respectable and intelligent gentlemen to wait upon his Excellency the Lieutenant Governor in the dilemma for his opinion, who, a short time ago in passing through the settlements, offered, it appears ominous, his influence to allay any fears or difficulties that might arise in respect to their tenures. Thus, it appears, his Excellency is aware the present calm is but the reaction which follows the stormy struggle in the ascendancy of the proprietary to power. The humor of the people requires not the good of proprietary aggression to stir up the slumber into action for the defence of their hearthstones. They think and reason amongst themselves upon the statements made on the hustings at the late election. That the proprietors obtained their estates from the crown on the condition of paying rent for the same, and, in failure thereof, their lands became forfeited. That the crown, in the memorable year 1851, transferred over to the Legislature of this Island for a consideration, its right to exact all dues and forfeitures, &c.; and that when the people understand this fully they will return men to the Assembly pledged to settle this important question in a just and constitutional manner. First, by passing a Bill confirming the titles of all freeholders being actual settlers. Secondly, by proceeding before a Court of Escheat that the proprietors shall be allowed their own opportunity to make good a claim, whereby they exact more money from the pockets of the people than is called for in support of the public revenue. If the proprietors can support the claim they set up to the lands of the Colony then the Land Question will be finally settled; but if, on the contrary, these estates shall become public property, every leaseholder will be discharged from his obligations, and it will remain for their members to say how the land is best to be disposed of for the interests of the constituencies generally.

In closing this letter, I wish to remark, as it appears the tenantry have applied to his Excellency on the matter in dispute affecting their leaseholds, it is probable they will be guided by his advice (if he takes the responsibility) which I have no fear of its being otherwise than to ought to be, from a gentleman holding the honorable position that he fills; but, as his Excellency may not be in possession of the information to enable him, as he no doubt wishes, to protect the tenantry, I think, under such circumstances, it would have been better for them to have applied to his Excellency in Council (which course is open and is the one for them to pursue) because, his Excellency in Council, with their advice, would be better qualified to offer an opinion, the result of which would be placed on the records of the Executive for the guidance of future administrators and which they would be found to respect. But, in the absence of his Excellency, what guarantee have the tenantry to show, further than their statement of his Excellency's private opinion of the matter, which may be laughed at by an agent acting on the part of an unprincipled landlord? The tenantry must also remember, if they acquiesce in the right of the agent, at this time, to deliver up their leases, how can they at another withstand a similar demand for a different purpose probably to spoil them of their improvements?

I am, Mr. Editor, yours respectfully,
Ch. Town, Nov. 19, 1859. PUBLICOLA.

TO THE EDITOR OF THE EXAMINER.

DEAR SIR,—I thank you for sending me a copy of the *Islander* to make me acquainted with what is said in contradiction to the statements made by me in a Pamphlet not yet published, respecting the Land Question. That print is conducted in its accustomed style, and speaks of my statements being garbled and calculated to deceive the Duke of Newcastle. Now, common sense will contradict this, for how is it possible that when references is made to existing documents, any one can be deceived?

I have thought necessary to say this much at present, but as to entering into the general subject, had I intended to enter into a newspaper controversy, my putting the subject into a pamphlet form had been a work of supererogation. Nevertheless, when the thing is in circulation, if I see it necessary to publish anything in explanation I reserve the right of doing so. In the meantime, my end will be answered if I can induce the members of the Legislature to examine for themselves and to judge, not from any isolated text, but from the whole context and examination of every document done, for my assertions are borne out.

Your obed^t servant,
W. SWABEY.

TO THE EDITOR OF THE EXAMINER.

SIR,—As an extraordinary phenomenon affords an interest to scientific enquirers, I will not lose an opportunity to encourage a study which I take much interest in, by forwarding a statement of a strange meteor which I observed on the evening of Friday, November the 25th, at about 8.45 p.m., when opposite the hermitage on the Malpueque Road, whilst returning home from Charlottetown. It appeared to be a body of fire (conically shaped) which descended from the sky, passed rapidly over the trees bordering the road, and taking a south westerly direction, travelling, I should say, about a mile a minute, affording a most brilliant crimson light, spreading its rays over the entire road and surrounding scenery. As this statement may assist to corroborate the evidences of other persons, if you can conveniently find space in your valuable paper, you will be pleased to insert this with my name.

Pathfully yours,
AUGUSTUS H. A. H. M. HENNIKER,
Wyther Grange, Milton, P. E. Island, Nov. 25, 1859.

The Examiner.

CHARLOTTETOWN, P. E. I., NOVEMBER 29, 1859.

NEWS BY THE ENGLISH MAIL.

The English Mail which arrived on Monday last, brought sad news of marine disasters on the British Coasts. The storm of the 25th ult. appears to have been of almost unexampled violence, and must have caused a loss of life fearful to contemplate. Pre-eminent in the ill-starred list of vessels which succumbed to the force of the tempest must be ranked the "Royal Charter," a brief account of which we have transferred to our columns. The English papers abound with details of various incidents given by the few survivors, which all show scenes of horror almost too painful for publication. So is the reflection that the good ship which was freighted with upwards of five hundred human beings, after having successfully encountered the fury of the elements during the voyage from distant Australia, should at the very threshold of her destined haven—like the snowy flake
Have melted in the yeast of waves.

Who can imagine the varied feelings with which the human freight of that rich argosy looked forward to once more treading the well remembered spots—seeing again the "old familiar faces"—re-entering the homes of childhood, and kneeling again within the hallowed lanes whence their first prayers ascended, starting absence in distant Australia.

At the time when they might reasonably congratulate themselves on the prospect of their long voyage being happily completed, their destruction was nearest, and truly has it been said that—
"Like our shadows
Our wishes lengthen as our sun declines."

On shore full many a parent was longing to embrace his child, whom the good ship was to bring home to the hearthstone to surround with additional comforts youth and courage had traversed the ocean and endured toil and privations in a foreign land. Many a wife lulled her babe to pleasant dreams by the announcement that the father would soon be home from the long voyage; and many a maiden anticipated

with joy a renewal of the vows her lover had made ere he went beyond the sea. Alas! we make

"Our thoughts a ladder where the angels step,
But sleep ourselves at the foot."

DETAILS OF THE WRECK OF THE ROYAL CHARTER.

By the City of Baltimore we received brief accounts of the wreck of the screw steamship Royal Charter, and the fearful loss of life involved therein. We are now in possession of graphic and copious details of the sad calamity. It appears that the Royal Charter, when within two or three hours' sail of Liverpool, after a rapid passage from Melbourne, experienced the full fury of a northeast gale, which prevailed all over England during the night of the 25th ult. The steam power of the vessel being more auxiliary, it was insufficient to prevent her from being driven towards the shore, and as she was rapidly shoaling, it became necessary, at about 10 o'clock at night, to let go the anchors, guns having been previously fired and rockets discharged, in the hope of attracting a pilot, but without success. The gale meantime increased to a perfect hurricane, and at 2 o'clock in the morning the port anchor chain parted, and shortly afterwards the ship was beating on the rocks called Modra Bay, near Puffin Island, on the coast of Anglesea. The masts were cut away, but without any beneficial result.

About daylight, 6 o'clock, a sailor with a cord around his waist, jumped overboard, and although the sea ran tremendously high, he succeeded in reaching and maintaining a footing on the rocky shore, which was not more than ten yards from the ship, but was almost perpendicular to the height of 40 feet. A hawser was then got ashore, and a boatswain's chair was attached to it, with a view of hauling the passengers and crew ashore. About a dozen seamen were by this means soon landed, and it was hoped that all on board might be saved. At about 7 o'clock, however, the waves beating against the ship's broadside with continued violence, she suddenly snapped asunder amidships and tumbled in pieces. As the passengers had mostly kept below, large numbers were killed by the crashing debris, and only 26 persons managed to get ashore—making the whole number saved only 39, out of a total, passengers and crew, of 493. The scene was terrible in the extreme; many were washed on and off the rocks several times, and in numerous instances those who thought themselves secure on jutting rocks were hurried back into the sea by furious waves. Not a superior officer was saved, neither a woman or child. Capt. Taylor exerted himself to the utmost, but was finally struck on the head whilst struggling in the water, by a boat falling from the davits, and was seen no more. The destruction of the ship was rapid and complete, so that by 8 o'clock nothing was visible but masses of wreck mingled with bodies of the dead, washed on the strand.

The prostration of the telegraph wires and the destruction by the sea of a portion of the Chester and Holyhead Railroad, which passes the locality, caused considerable delay in the reception of the news at Liverpool, and consequent loss of time in securing tug-boats to the spot. The vessel had on board, it is supposed, 79,000 ounces of gold, besides a large number of sovereigns, estimated at the total value of from £500,000 to £800,000, and hopes were entertained that this might be recovered by divers. The Royal Charter was an iron vessel of 2743 tons register, clipper-built, and furnished with auxiliary screw engines. She was built in 1855, at a cost of £90,000, and was insured for £80,000. Her general cargo was not very valuable, say £5000. Of the persons on board when she left Australia, 63 were cabin passengers, 325 other passengers, and 123 crew—total 511. Of these 17 passengers were landed at Queenstown, and 39 were saved from the wreck, so that the total loss of life was 455. Among those reckoned as crew were 11 riggers, who were transferred from a tug-boat to the Royal Charter in the Channel, for conveyance to Liverpool. Insurances were being effected at Lloyd's on the hull, at 25 per cent. premium.

The great gale, which caused the wreck of the Royal Charter and the detention of the steamers North American and City of Baltimore, was most disastrous in its effects, all around the coast of England. Numerous vessels, mostly coasters, were wrecked, and many lives lost. Much damage was also done on land.

Capt. McClintock has been notified by the Lord of the Admiralty that the Queen, in consideration of the brilliant success by which his late expedition to the Arctic regions was attended, has been pleased to order that, from April, 1857, to September, 1859, during which time he was in command of the yacht Fox, shall count to him as sea time. This favor can only be granted by the Sovereign, and is rarely exercised.

We observe by the remarks of a "Traveller" on this Island, published in the *Scottish American*, the writer of which had participated in the hospitality of the Hon. Alexander Laird, from whom he has received a great deal of information on local politics, that the Duke of Newcastle has positively refused to re-model the Legislative Council or to interfere in the internal politics of the Island, the rival parties being left to fight out their disputes in their own way. The writer, of course, adopting the ideas of his honor of New Glasgow, sees no remedy but by some revolutionary process. This accounts for the Billingsgate slang of the *Islander*, of late, in reference to the Legislative Council and evidently shows that the "cat has been let out of the bag." We are informed that the Sheriff of King's County was instructed by the Government (after he refused to take their "Grey Horses" in the place of the one which was shot while the officer was going to sell out some poor tenant at the suit of James Yeo the Agent) to call upon all the Magistrates within ten miles of Georgetown, to assist him in the execution of the writ; and that he was informed by that numerous body (which included many of those recently appointed) that they did not consider it their duty to follow him through the country enforcing the collection of back rent, which the people had been led to believe had been forgiven by the present Government instead of the Loan and Purchase Bill which they and the proprietors had been instrumental in rejecting; and that the Sheriff immediately repaired to this City to claim an armed force from the Government, otherwise he would resign, when he was referred to the *Islander*, to see that two Companies of Her Majesty's Troops were expected here immediately, to settle the Land Question at the sole request of the present Government.—*Con.*

TO CORRESPONDENTS.—We beg to inform our correspondent "Y" that his request to render still more detestable, through the columns of the *Examiner*, the memory of Cromwell and South Orlebar, the Colonial Secretary and the *Islander*, cannot be complied with during the absence of the Editor. He can "bide his time!"

UNITED STATES.

Gerrit Smith has been sent to the Lunatic Asylum in Utica, N. Y., seriously deranged.

COOK AND THE REST OF THE INSURRECTIONISTS SENTENCED TO BE HUNG.—Charlestown, Va., Nov. 11. The Court yesterday sentenced Cook and all the other prisoners to be hung on the 16th December. It is supposed Governor Wise will respite Brown, and hang all on the same day.

EXPLOSION OF THE MAMMOTH BALLOON.—The monster balloon of Prof. Lowe's, which has been for some days past swelling visibly before the eyes of those who paid their quarters for the show, exploded yesterday morning by being blown against a sharp pole, which made a rent in the muslin bag. About sixty eight thousand feet of gas escaped, involving Prof. Lowe in a dead loss of nearly three thousand dollars. This accident will not delay the aerial projects of the Professor, as the balloon has been repaired and the indication of it recommenced.

LATER FROM CALIFORNIA.—New York, Nov. 10th.—Steamship Atlantic, with six days later news, has arrived. General Scott reached San Francisco on Sunday, Oct. 16, and left for San Juan Island the next day. He was received with great enthusiasm.

Dates from Victoria to the 10th of October have been received at San Francisco. The Hudson's Bay Company had laid claim to large tracts of land about all their trading posts, in British Columbia.

In 1836, when the senior Quincy was Mayor of Boston, a contract was made between the city authorities and a widow lady, by which it was agreed that she should convey to the city a small slip of land required for city improvement, in consideration of the sum of one thousand dollars per annum to be paid to her during her lifetime, and to fifty thousand to her heir on her death. The pensioner lived until within the last few days, when she died, having drawn her salary for thirty-three years.

NEWS BY TELEGRAPH. EXCHANGE ROOMS.

CHARLOTTETOWN, Nov. 25, 1859.
Iron Steamer "Indian," from Liverpool, for Portland, struck sea ledge near Marie Joseph, on Monday 21st—had 38 passengers and 100 crew, 800 tons cargo, some specie—half an hour after striking, parted amidships—one boat capsized and several drowned—another stove along-side—two more with passengers and crew drifted to sea, not since heard of.

Schooner "Alexander," Captain Shellout, first to render assistance, arrived at Halifax on the 24th, with 24 persons on board—number of lives lost not yet known.
Schooner "Lutha," ran close to wreck—went among breakers and became a total wreck—crew saved.
R. W. HINSMAN.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—On Thursday evening last C. C. Vaux, Esquire repeated his lecture on "the Falls of Niagara," to a large and attentive audience, to whom the lecturer appeared to give every satisfaction.

We learn that two companies from this Garrison for P. E. Island, and one for Annapolis, will probably leave here in a short time, for the above places.—*Hz. Express, Nov. 18.*

Birth.

On Thursday, the 10th inst., Mrs. John Ball, of a son.

Married.

At St. Columba's Church, East Point, on the 15th inst., by the Rev. D. McDonald, Mr. Joseph McAnally, of Black Bush, Lot 41, to Catherine, second daughter of James Beaton, Esquire, East Point.
On Tuesday, the 22nd inst., by the Rev. D. Fitzgerald, Mr. GEORGE PARRY, to Mrs. MARY DAVIS, both of this City.
On the 5th inst., by the Rev. I. Sutcliffe, Mr. Samuel Lexter, to Miss Sarah Jane Weldon, both of this City.
At Loch Glen, Rossigo, the residence of William Mathewson, Esq., on the 22nd inst., by the Rev. D. McDonald, Mr. John Shaw, of Cove Head, to Jane, eldest daughter of Mr. James C. Lawson, of the same place.
At Murray Harbour, on the 29th October last, by the same, Mr. James Nicholson to Miss Isabella McKay.
At Murray Harbour, on the 26th ult., by the same, Mr. David McLeod to Miss Elizabeth McLure.

Died.

On the 24th instant, Margaret Caroline, the beloved child of Thomas and Caroline Green, of this city, aged one year and three months.
At Lot 18, on the 28th ult., after a few days' illness, Mr. Thomas Hunter, in the 72d year of his age.
On Thursday last, the 17th inst., of Whooping Cough, Susanna, third daughter of Mr. John Hagan, 87, deacon, 21—Steamer Westmoreland, Evans, Suislaw, Schar, Davis, Orchard, Paterson, Hutton, Smith Edruipe, Chassey, Halifax; bal. 21—Steamer Westmoreland, Evans, Paton. Schar, West Giam, Goro, Gloucester, U. S. goods, Zelle, Deagle, Bathurst; timber. Responsible, Pett, St. John's, N. F.; herring.
At North Lake, Lot 47, on the 30th ult., at the advanced age of 93 years, Sarah, relict of the late Galien McInnis. She was one of the emigrants of the year 1772 from the Highlands of Scotland. Requisite in page.
At Hollow River, Lot 42, on the 16th instant, after an illness of six months, Mr. John McInnis, in the 54th year of his age. His wife of mortal and rheumatic character, and much respected by all who knew her. Requisite in page.

PORT OF CHARLOTTETOWN.

ENTERED.
Nov. 17—Schr Charlotte, LeBlanc, Kishibutu; lumber. Arabicos, Braudage, Arichat, bal. 18—Bonta, Sullivan, Halifax; goods. Victoria, Leslie, Spry Harbour, N. S.; herring. Steamer Westmoreland, Evans, Pictou, Schar, Neptune, Morris, Boston; goods. Richard, Sprague, Rigby, S. S.; deacon. 21—Steamer Westmoreland, Evans, Suislaw, Schar, Davis, Orchard, Paterson, Hutton, Smith Edruipe, Chassey, Halifax; bal. 21—Steamer Westmoreland, Evans, Paton. Schar, West Giam, Goro, Gloucester, U. S. goods, Zelle, Deagle, Bathurst; timber. Responsible, Pett, St. John's, N. F.; herring.
CLEARED.
Nov. 17—Brigt Margaret, McDonald, New York; produce. Schr Seaman's Pride, Furlong, Boston; do. 18—Lady Davostock, Keay, do; do. Steamer Westmoreland, Evans, Schar, Neptune, Deprat, Boston; bal. 19—Active, Cabin, Halifax; produce. Annie, McKenzie, Providence, R. I.; do. Jane, Tench, Pictou, Halifax; do. Helen, McLeod, Ross, Boston; do. Mary Greenish, Greenish, do. do. Brig Arden, London, do. do. Ocean Bird, Peniston, Bermuda; do. Comet, Boncher, Liverpool, N. S.; do. Annie, Livingston, Richibutu; bal. 21—Dolphin, Malone, St. John's N. F.; produce. Schr Westmoreland, Evans, Pictou. 22—do. do. Suedias; Schr Lath Rich, Nicholson, Boston; produce. 23—Native Lass, Gorior, do. do. Brig Naip, McDonald, St. John's N. F.; do. 24—Schr Gentill, Walsh, Nfld—produce.

Passengers.

In the Barque GAZELLE, for Liverpool, on Sunday 27th inst.—1st Cabin—Stephen Swabey, Esq. Miss Swabey, Miss Watson, Mr. William Lord, jun. for New Zealand, via Liverpool. 2nd Cabin—Messrs James Basset, Alexander Bryson and William Bryson.

Prices Current.

CHARLOTTETOWN MARKETS, NOVEMBER 5, 1859.
Provisions.
Beef, (small) lb. 24 @ 44d
Do. by qr. lb. 24 @ 4d
Mutton, lb. 24 @ 44d
Lamb, lb. 24 @ 44d
Pork, lb. 34 @ 44d
Do. (small) lb. 34 @ 44d
Butter, lb. 24 @ 44d
Veal, lb. 18 @ 24 @ 18 4d
Do. by tub, lb. 18 @ 18 4d
Cheese, lb. 18 @ 18 4d @ 5d
Pearl Barley, lb. 13 @ 2d
Lard, lb. 10 @ 1d @ 1d
Ham, lb. 8 @ 8d
Flour, lb. 2d @ 25d
Floor, per barrel, 50s @ 55s
Oatmeal, lb. 14 @ 14d
Eggs, doz. 10d @ 11d
Vegetables.
Potatoes, lb. 1s
Turnips, lb. 10d @ 1s
Carrots, lb. 11d @ 2d
Peas, lb. quart. 4d
Grain.
Wheat, lb. none.
Barley, lb. 3s @ 3s 6d
Oats, lb. 2s @ 2s 1d
Turkeys, each. 3s 6d @ 5s
Geese, each. 1s 9d @ 2s 6d
Fowls, each. 8d @ 1s 3d
Ducks, each. 1s 4d @ 1s 6d
Partridges, each. 8d @ 10d
Fish.
Codfish, lb. 18s @ 20s
Salmon, lb. none.
Herrings, lb. 2s @ 3s
Mackerel, lb. 2s 6d @ 3d
Lamb.
Boards, (hemlock) 3s 6d @ 4s
Do. (spruce) 4s @ 5s
Do. (pine) 7s @ 9s
Shingles, lb. none.
Sundries.
Timothy seed, lb. none
Cloverseed, lb. none
Wool, lb. 1s 3d @ 1s 6d
Hay, lb. ton. 80s @ 90s
Straw, lb. cwt. 1s @ 1s 3d
Hops, lb. yard 3s 6d @ 6s
Tallow, lb. 4s @ 5s
Apples, lb. bushel. 4s @ 6s
Cranberries, lb. quart. 34d @ 4d
Calf-skins, lb. 7d @ 9d
Hides, lb. 54d @ 5d
Sheepskins, 4s 3d @ 4s 9d

NEW FALL AND WINTER GOODS.

PER Steamer "Baltic," via St. John, New Brunswick, and Ship "Isabel," from England direct.

CHARLES BELL

Has received per above Vessels, a general Assortment of ENGLISH AND SCOTCH CLOTHS, BEAVERS, TWEEDS, DOBSKINS, SEAL CLOTHS and CASSIMERES; VESTINGS in variety.

Tailors' Trimmings.—CAPS.

Fur, Cloth and Tweed CAPS. Under Clothing, Shirts, Collars, Stocks, Neckties, Gloves, Braces and Mufflers.

A large Stock of Clothing.

(warranted well made) constantly on hand. The usual attention given to all custom orders at BELL'S CLOTHING STORE, Queen Square, Charlottetown, Nov. 7, 1859.

New Advertisements.

New Ferry Store!
Wholesale and Retail, at the Corner of Prince and King Streets.
THE undersigned offers for sale: Tea, Sugar, Melasses, Coffee, Rice, Raisins, Currants, Cheese, Bonitas, Earthen Jars, Soap, Candles, Cigars, Tobacco, 100 lbs fresh Canada and American Flour, Ale and Porter, and all kinds of the cheapest and best Liquors they can be purchased in the Island.
Also—
60 Barrels HEERING, 25 do. APPLES.
JOHN BALL,
Nov. 28, 1859. I. M. & R. W.

Ye Members of the Charlottetown Mechanics Institute.

GIVE due heed and remember that notwithstanding the resignation of the Rev. Secretary, and other Officers of a kindred Association to the contrary, the Institute is still in being, and is not defunct. His Honor the President will, therefore, inaugurate the Session for the ensuing year, by delivering an address on TUESDAY evening, the 6th December next, at 8 o'clock at the Temperance Hall, after which the report for the current year of the Secretary and Treasurer will be submitted, and the annual election of Officers will immediately follow. The doors will be open to the Public. The annual SOIREE of the Institute will take place on the 12th December. For particulars, see Advertisement and Handbills. By order, JAMES M. BUTCHER, Secy. & Treasurer. Ch. Town, Nov. 28, 1859.

THE ANNUAL SOIREE OF THE CHARLOTTETOWN MECHANICS INSTITUTE.

WILL take place at the TEMPERANCE HALL, on TUESDAY EVENING, the 12th December next, at 6 o'clock, when addresses, Vocal and Instrumental Music will entertain the proceedings. Tickets, at 1s 6d each, can be obtained at the Book Stores, and from any of the Committee.
MARK BUTCHER, J. T. LEBMING, T. LEARNER, W. MURPHY, JOHN W. MORRISON
By order, JAMES M. BUTCHER, Secy. Charlottetown, Nov. 28, 1859.

Stray Horse.

FOUND on the premises of the Subscriber, on Saturday last, a Brown Horse and a Steed. The owner on proving property and paying expenses can have the same. Ch. Town, Nov. 28, 1859. W. B. DEAN.

FARM STOCK, CROP, IMPLEMENTS AND HOUSEHOLD FURNITURE.

TO BE SOLD BY PUBLIC AUCTION, at "Sherwood," on TUESDAY, the 29th day of NOVEMBER instant, at 11 o'clock, at the residence of ADAM STEVENSON, Esq., on the Tryon Road, near to Dog River Bridge, the Leasehold interest in the FARM, with all the

Stock, Crop, Implements, Household Furniture, &c.

- Consisting of—
1 Young HORSE, rising 4 years.
1 Saia lin MARE, 5 years old (with foal).
1 Yearling COELT.
1 Short-horned BULL, 5 years old, (Ayrshire).
4 Bitch COWS, all giving milk.
1 Superior Alderney HEIFER, (with calf).
1 Ayrshire Heifer-CALF, (full bred).
13 EWES and 2 LAMBS, (Leicester).
1 Superior Leicester RAM, (3 years old).
1 do do do LAMB.
1 Cart, 1 Wood Sleigh, 1 Truck.
1 Pair Harrows, 1 Scarifier, 1 Moulding Plough.
1 Horse rake, Rake, Forks, Shovels, &c.
1 Set Fanners, 1 Straw Cutter.
1 Wagon, 1 Jaunting Sleigh and Buffaloes.
1 Set Cart and Plough Harness, 1 set Wagon do.
1 Double-rein Bridle, 1 English made Saddle, Hames, Hot-bed Frames and Glass 12 by 5 feet.

HOUSEHOLD FURNITURE.

Consisting of Cooking and Franklin STOVES, Chairs, Tables, Sofas, Carpet, Feather Beds and Bedding, B.steads, Stretchers &c.

CROP.

About 10 tons of HAY, 20 tons STAW, 400 bushels POTATOES, 100 bushels OATS, 30 bushels very superior WHEAT (Hazard's).

TERMS.—All sums under £5 cash; over £5 Six months, on approved joint Notes of Hand.
Nov. 21. WILLIAM DOOD, Auctioneer.

STEPHEN O'MARA, QUEEN SQUARE.

HAS received from BOSTON—50 Boxes Best SOLE LEATHER, 60 Boxes LOZENGES, Confectionary in great variety, Soap, Candles, Tobacco, Baskets, Droms, Wash Buds, Clipes Pins, &c.: 50 Barrels prime Winter Apples, Nuts of different kinds, Currants, Starch, Blacking, Cigars, Pepper, Mustard, Ginger, Coffee, Crackers and Biscuits.

Also from HALIFAX,

Melasses, Sugar, Tea, Rice, Leather, Dry Goods, Earthenware and Fancy Goods. Charlottetown, Nov. 21, 1859.

DENTISTRY.

CLEMENT F. HUBERT, Surgeon Dentist, (late of New York.) begs to inform the inhabitants of Charlottetown and vicinity, that he is now fully prepared to construct and insert Artificial TEETH, on Gold and Silver, or with pivots. Satisfaction guaranteed in every instance. Filling, Extracting and Cleansing attended to as usual. Charges moderate. Residences at Mrs. DORCAS'S, Water Street. Charlottetown, Nov. 21, 1859. tf

Notice to all whom it may concern.

THE undersigned being about to dissolve Partnership on the 1st day of JANUARY next, request all persons indebted to them, by book account or otherwise, to make payment of their accounts before that date.
DANIEL McCAULAY, JAMES JOHNSTON.

Grand River Wharf, Lot 56, Oct. 31, 1859. 3t

TO THE GAS CONSUMERS OF CH. TOWN.

YOU can save 30 per cent. of GAS, and still have superior light, by obtaining C. M. LOTHROP'S Economical Burners, which he will guarantee to save the above per cent. age of GAS. The Subscriber will call upon consumers, and afford ocular demonstration of the utility of his invention.
C. M. LOTHROP.
N. B.—Several influential consumers in Charlottetown can testify to the above. Nov. 7.—2wpd

NOTICE.

THE Subscriber, having for the present closed his business as Tanner and Currier, hereby notifies all persons having claims against him to furnish their accounts for settlement; and those who are indebted to him by Notes of Hand or Book Account are requested to come forward and settle the same immediately. All accounts that may remain unpaid after the FIRST OF DECEMBER, will be placed in the hands of an Attorney for collection. HENRY C. TROWAN, Charlottetown, Oct. 17, 1859. Mon. 3w

HAY! HAY!

FOR Sale several Tons of HAY on the Farm of the Rev. George Cates, 28th March, 1859.