HASZARD'S GAZETTE.

FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

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Haszard's Gazette.

GEORGE T. HASZARD, Proprietor and Publisher. Published every Tuesday evening and Saturday morning. Office, South side Queen Square, P. E. Island.

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TERMS OF ADVERTISING.

For the first insertion, occupying the space of 4 lines, including head, 2s.—6 lines, 2s. 6d.—9 lines, 3s.—12 lines, 3s. 6d.—16 lines, 4s.—20 lines, 4s. 6d.—25 lines, 5s.—30 lines, 5s. 6d.—36 lines, 6s.—and 2d. for each additional line. One fourth of the above for each continuance.

Advertisements sent without limitation, will be continued until forbid.

THE COLONIAL LIFE ASSURANCE COMPANY.

GOVERNOR—THE RIGHT HONORABLE THE EARL of ELGIN and KINCARDINE, Governor General of Canada.

HEAD OFFICE—22 *St. Andrew Square, Edinburgh.*

Board of Management in Halifax for Nova Scotia and Prince Edward Island—

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The following gentlemen have been appointed Officers of the Company in Prince Edward Island, and will be prepared to furnish information as to the principles and practice of the Company and the rates of Assurance.

Charlottetown—Medical Adviser—H. A. Johnston, M. D. Agent—E. L. Lydiard.

Georgetown—Medical Adviser—David Kaye, M. D. Agent—William Sanderson.

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MATTHEW H. RICHEY.

Charlottetown Mutual Insurance Company,

Incorporated by Act of Parliament in 1848.

THIS COMPANY offers the best guarantee in case of loss, and accepts Risks at a saving of fully 50 per cent, to the assured.

The present reliable Capital exceds £1700. Persons having property in Charlottetown, or vicinity, should lose no time in applying to the Secretary of this Company for Policies or Information.

☞ One of Philips' Fire Annihilators has been purchased by the Company, for the benefit of persons insured in this Office. In case of Fire, the use of it can be obtained immediately, by applying at the Secretary's Office.

W. HEARD, President
HENRY PALMER.
Sec'y and Treasurer.

Secretary's Office, Kent Street, August 5th, 1853.

The National Loan Fund Life Assurance Society of London.

CAPITAL £500,000 Sterling. Empowered by Act of Parliament, 2d Victoria. A Saving Bank for the Widow and the Orphan.

T. HEATH HAVILAND, jr.
Agent for Prince Edward Island.

☞ Office, Queen Square, Charlottetown.

September 5, 1853. Isl

Equitable Fire Insurance Company of London

Incorporated by Act of Parliament.

BOARD OF DIRECTORS for P. E. Island.—*Hon. T. H. Haviland, Hon. Charles Hensley, Francis Longworth, Esq., Robert Hutchinson, Esq., Thomas Dawson, Esq.*

Detached Risks taken at low Premiums. N-charge for Policies. Forms of Application, and a-other information, may be obtained from the Sub scriber, at the Office of G. W. Deblois Esq. Charlotte town.

H. J. CUNDALL.
April 7th, 1854. Agent for P. E. I.

ALLIANCE

LIFE AND FIRE INSURANCE COMPANY, LONDON.

ESTABLISHED BY ACT OF PARLIAMENT.
Capital £5,000,000 Sterling.

CHARLES YOUNG,
Agent for P. E. Island.

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.

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.

CLOCKS! CLOCKS!

A GOOD variety for Sale, from Sixteen to Fifty Shillings.

February 24, 1854. GEORGE BEER, JUN.

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.

ARTEMAS G. SIMMS.

☞ 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.

W. C. HOBBS.

DAGUERREOTYPES!

GEO. W. MILLNER having returned to the Isl and begs leave to inform the Ladies and Gentlemen of Charlottetown and vicinity, that he is now ready to commence the above business, at his rooms (Great George Street) wherein he feels assured, perfect satisfaction will be given to all who may be pleased to favor him with a call—a top light having been cut expressly for the purpose. He has on hand, a variety of Stock, varying in prices, according to quality. Please call and examine.

N. B.—Old Pictures retaken, 4s. 6d·, each. 3w

THE Subscriber having, by Power of Attorney, bearing date the 16th of January last, been appointed Agent for the Misses Stewart, of Charlottetown, in this Island, to take the management of their Property, on Township No. 18, hereby notifies all persons on the said Lot, indebted to the Misses Stewart, for Rent, Arrears of Rent, or otherwise, to pay the same forthwith.

Any person or persons found Trespassing on the said Property, will be prosecuted to the utmost rigour of the Law.

CHARLES S. HUNT.

Miscouche, February 22, 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.

NOTICE,

To the Tenants and Settlers on that part of Township No. 23 formerly belonging to the Subscriber.

WHEREAS by Indenture of Release, bearing date the 8th day of May, 1854, I have conveyed and assured in fee to Daniel Hodgson, of Charlottetown, Esquire, all my right, title and freehold interest in and to the said tract of Land, together with all Rents and Arrears of Rent due thereon: I do, therefore, hereby give notice to the said Tenants and Settlers, that all Rents now due, or hereafter to become due, are to be paid to the said Daniel Hodgson, he being fully empowered to grant acquittances for the same.

ROBERT RENNIE.

NOTICE.—The Tenants and Settlers in arrear for Rent on that portion of Township No. 23 formerly owned by Robert Rennie, Esq., are requested to pay the same forthwith to the Subscriber; and also all sums of money hereafter to become due, in respect of rent or otherwise.

DANIEL HODGSON.

Charlottetown, 9th May, 1854.

Spring Park Distillery,

FOR Sale or to be Let, the Premises occupied by Mr. Archibald White, near Spring Park, consisting of a House and Distillery. For further particulars apply to Mr. Thomas Broyderick or to

ARCHIBALD WHITE.

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.

MILLER WANTED.

WANTED by the Subscribers a steady man to take charge of a Grist Mill, to whom liberal wages will be given.

ALSO.

A Woman who is capable of taking charge of a Carding Mill.

WILLIAM & G. BAGNALL.

Clyde Mills, New Glasgow, May 9, 1854.

ENGLISH PAPER HANGINGS.—4000 pieces of the above, comprising an assortment of 100 different patterns, from 9d. to 7s. per piece—for sale at the store of the Subscriber.

DANIEL DAVIES.

Charlottetown, April 24. Isl—6w 1iew

PRINCE EDWARD ISLAND ALMANACK FOR 1854.

FOR SALE by
GEO. T. HASZARD.

THE LIQUOR TRAFFIC:

Ought it to be protected, or to be prohibited by Law?

THE ADDRESS, recently delivered at the Temperance Hall, Charlottetown, before *the Members of both Houses of Legislature*, and others, by the Rev. J. R. NARRAWAY, just Published and for sale by Mr. G. T. Haszard and Mr. Stamper. Price sixpence; considerable reduction if sold by the dozen.

Circular to the Exhibitors of the Crystal Palace.

THE undersigned joyfully announce to the Exhibitors and the public, that the formidable obstacles which threatened the complete discomfiture and destruction of the noble enterprise which they have chosen to serve, are at length removed, in good part through the liberality of a portion of our fellow citizens who have pledged advances in aid of the Exhibition to the amount of $100,000. Thus aided, we have been enabled to dissolve the injunction which was a source of embarrassment to us, and alarm or apprehension to many of our Exhibitors—to pay off or arrange all the debts pressing upon us, and provide against the possible occurrence of such annoyances in future. We therefore apprise you that the Exhibition will be temporarily closed this evening, in order to be completely renovated and refitted, preparatory to its formal re-opening, on Thursday the 4th day of May next.

The directors need not, surely, dilate on the value and importance of this Exhibition. Imperfect as it has hitherto been, and as, in view of the total want of experience on our side of the Atlantic in the orrangement of Exhibitions of such magnitude and variety, it could not fail to be, it has yet provided immensely beneficial to the Inventive views, Artistic developments, and Industrial progress of the country. The opportunity therein afforded for bringing valuable Inventions or Improvements to the immediate notice of the capable and appreciating, is but one among many benefits conferred on the leaders of industrial enterprise among us. If overweening conceit or inordinate self complacency has been rebuked and chastened by irresistible evidences of European superiority in elaborate and delicate workmanship, or even in educated, refined taste, the Exhibition of 1853 has fully demonstrated the indebtedness of Europe to America for very important Inventions and Improvements, stretching over the whole domain of Agriculture, Manufactures and the useful Arts. In farming implements, and machines for fitting the rude staples of Agriculture, for the convenient and economic use of the fabrication, our country need fear no comparison; and a young Nation of twenty-five Millions which while still arduously employed in the clearing away of its primitive forests, has found time in half a century to bestow on mankind such inventions as those of the Cotton Gin, the Steamboat, the Reaper and the Electric Telegraph, need surely neither repress nor conceal her anxiety to profit by all in the line of discovery, Art or Invention, which has been or may be exhibited by others. If the New York Exhibition has shown our people how to improve any implement or process in the light of European achievement, that impulse is a National benefit of signal and even increasing value.

If the past has witnessed mistakes in the conduct of the great enterprise now confided to our hands, that circumstance will render our own task easier and our success more probable. If it has evolved many valuable suggestions and illuminated for us the path of duty by triumphs as well as defeats, we shall be able to walk surely where our predecessors stepped doubtfully and anxiously. With your co-operation, and that of the coming Fultons, Whitneys and Morses, whose triumphs are yet unachieved or unacknowledged, we hope to render the Crystal Palace the recognised centre of attraction for the votaries of Industry, the devotees of Art and the admirers of Genius, throughout the Western World.

To effect this, we need the hearty and immediate co-operation of the present Exhibitors, both through the continuance of their best contributions, and the introduction of others, as new inventions, new patterns, new successes, shall render such further aid practicable. While we trust that the Exhibition is henceforth permanently established, and that before many more years shall have elapsed, specimens or models of every valuable Invention, eminent works of Art, improved Fabrics, or other Industrial achievement, will be exhibited in the Palace, as a matter of course, we shall yet remember with special gratitude, those friends of the enterprise who did not wait for its trinmph, stood by it in the days of experiment, and nobly aded to aichieve the conquest which so many are destined to enjoy. We shall be able, and we rejoice in the fact, to accord more desirable positions and ample space to new Articles which shall be sent in between this and the 1st of May, than it is probable that we shall have at our-disposal thereafter. The earliest possible nt tpad mission of all Articles intended for Exhibition , raan after the re-opening, is urgently solicited.

Trusting that you will agree with us, that the interest of Inventors, Artists, Manufacturers and Artisans, are all involved in the thorough and undeniable triumph of the first American Exhibition of the trophies of the World's Art and Industry, we remain,

Yours,
P. T. BARNUM,
President of the Association for the Exhibition of the Industry of all Nations.

DIRECTORS:—Phineas T. Barnum, Thos. B. Stillman, Wm. O'Brien, Edward Haight, John H. Cornell, Jas. B. Brewster, Jacob A. Westervelt, Warren Leland, Henry Hilton, Wm. B. Dinsmore, John. H. White, Dudley Persse, Chas. H. Haswell, Mortimer Livingston, John T. Farish, Charles W. Foster, Horace Greeley, Watts Sherman, George B. Butler Samuel Nicholson, Wm. Whetten, Erastus C. Benedict, Charles Butler, Theo. Sedgwick, Wm. Chauncey.

New York, April 14, 1854.

Twelvetrees Brothers' Useful and Economical Preparations.

THEIR British Furniture Cream, at 6d.
Their Ineffaceable Furniture Polish, at 2d.
Their Unrivalled Metal Paste, at 2d.
Their Incomparable India Rubber Blacking, 1d. packets.
Their Elegant Bell-shaped Glass Inks, filled, at 3d.
Their Superior Glass Square Inks—Black, Blue, and Red, at 2d. each.
Their Deliciously Scented Hair Oil, and Pomade Regenerator.
Their Unrivalled Garment and Carpet Renovator, at 3d. and 6d.

Sold, Wholesale and Retail, by
GEO. T. HASZARD, Queen Squar

PAPIER MACHIE GODDS.

JUST RECEIVED at George T. Haszards Bookstore, a handsome variety of Fancy Goods consisting of—

Papier Machie Writing Desks
" Work Boxes
" Portfolios

Tortoise Shell Card Cases, Parian Statuettes, Wax Baskets, Bronze Figures, Mantel Stands, do and Papier Machie Watch Stands, with a variety of useful articles.

GLEANINGS FROM LATE PAPERS.

WRECK OF THE POWHATTAN.

The Powhattan, a. Baltimore ship, about 15 years old, left Havre for New York on the 1st of March, the passengers and crew together numbering about 250. A fearful storm raged on the eastern coast of North America from Good Friday to Easter Monday. On the morning of Easter day Capt. Jennings, who is stationed as a wreck-master on the beach, observed the Powhattan on the shoals about 12 miles below Barnegat Inlet. She was scarcely 100 yards from the shore but it was impossible for any of her passengers to leave without certain death. The deck was crowded with passengers, the wind blowing a prefect gale from the N. N. E., and the waves ran mountains high, twisting the ship about in the sand as if she were merely a cock boat. Capt. Jennings sent to the Government station-house, about six miles off, for the life-car, and other wrecking apparatus. When the surf ran out, he was able to get within 75 yards of the vessel. People were every now and then swept overboard, and the captain (Myers) hailed the wreckmaster through a speaking trumpet, and implored him to try and save those who were washed ashore; Capt. Jennings answered that he found they were all drowned before they got half way to the beach. The wreck-master states that he never saw such a high running sea. Capt. Myers asked if any aid would soon reach them; the wreck-master replied that he hoped so, as he had sent off to the station. Hour after hour slipped by, but the men did not return with the life-car. The vessel became more uneasy, and many unfortunate people were swept off by the heavy surf. About 5 o'clock p.m. the ship heeled over to windward from the shore. The sea then of course made a clean breach over her, and passengers began to be washed off in great numbers. The sea running mountains high, and completely hiding the vessel from view, the wreck-master could no longer hold any communication with the captain, and never saw him again. About dark the sea rose to a great height, and one large wave, full 50 feet high, struck the vessel, and in one moment the hull was scattered into fragments, which tossed wildly through the surf. The shrieks of the drowning creatures were melancholy indeed. In a few moments all disappeared beneath the surface of the water, except a few fragments of the wreck. Nothing remained to mark the spot where the ill-fated ship had gone ashore except surging waves beating upon a fragment of the hull which lay upon the beach. All had sunk—captain, officers, crew, and passengers: of 250 persons not a soul was left to tell the tale. No aid came from the Government house that night, and Capt. Jennings was compelled to remain there by himself—a lonely watcher of the dead. On Monday morning four men arrived from the station-house, but their help came too late. The storm, it seems, was so severe that while on their way back to the wreck on Sunday, with the life-car and mortar, two of them fell down exhausted, and the whole party were obliged to return nearly frozen to death. This party of men, under command of Capt. Jennings, set immediately about finding and gathering together those bodies that had been washed ashore. In the short space of an hour nearly 20 women and children were found, almost naked, scattered along the beach, some of them dreadfully bruised and cut. One man was found about 50 yards from the beach, upon the sandhills, with a child in his arms; and it is supposed that he alone of all on board reached the shore alive, and, crawling out of reach of the waves, in order to save his own life and that of the infant in his arms, he fell down exhausted on the sand, and was frozen to death during the night. The child was firmly locked in his arms, quite dead, and appeared as if it had also died ashore from exposure. On the following Wednesday 28 of the bodies were buried in the village of Manahawkin, near the remains of a number of persons wrecked in the Auburn many years ago. By Friday 140 bodies had been washed ashore, some so bruised that they could not be recognized. About 40 bodies had drifted ashore, supposed to be from this wreck, nearly 20 miles below.

LOSS OF THE BLACK HAWK, EMIGRANT SHIP, CREW, AND PASSENGERS.—Capt. Bowser, of the ship Elizabeth Duncan, of Glasgow, which arrived in the Clyde, from Cardenas, reports that, on Monday, 24th ult, when in lat. 47 35 N., long. 33 47 W., he discovered the glare of a large fire in the S.E. quarter, which he supposed to proceed from a ship. He immediately steered towards it to render assistance, and discovered two ships to leeward in company with a burning vessel. He spoke one named the Dirigo, of Glasgow, whose captain informed him that he had a number of the passengers of the burning ship on board, and requested him to lay by him till daylight, and relieve him of some of them, which he did. At daybreak he received on board fifty-four persons, viz., thirty-five men, five women, and four seamen. From them he learned that the vessel which had been burnt was the Black Hawk, from Liverpool to New York, to which port she belonged, with 860 passengers on board. She had been dismasted in a heavy gale on the 17th April, and subsequently became so leaky that it was resolved to abandon her; and several vessels having hove in sight, all the crew and passengers left her. She was then set on fire, to prevent her doing damage to other ships. One of the vessels—the Catherine, from Pool for Qubec, which rescued 128 passengers, put back into Falmouth on Tuesday se'nnight. Those brought home by the Elizabeth Duncan were sent to Liverpool by the Princess Royal.

DISCOVERY OF GOLD AT THE CAPE OF GOOD HOPE.—The Lady Jocelyn has arrived from the Cape, with the following intelligence in reference to the discovery of the gold in the Grange River territory:—"The intelligence received by yesterday's post (March 17) from Smithfield, although it places the existence of gold in that district beyond doubt, does not give any accurate information as to the extent of the discoveries. Letters from Burghersdorp, however, state that, up to the present time, the gold is obtained by washing, and generally in minute particles, although several small nuggets weighing 50 grains and more, have been found. Accurate accounts may be very shortly expected, as a number of most respectable persons have proceeded to the spot, among whom are some connected with the first firms at the Cape. Mr. Vowe, the late civil commissioner of Smithfield, who had in his possession some nuggets he extracted himself from the ground, took his departure for England yester day in the Hetspur."

APPRENTICES FOR MERCHANT SHIPS.—Captain Schomberg, when examined before the Select committee on emigration, gave it as his decided opinion that the apprenticeship clause ought to be revived, as otherwise there would, ere long be a great deficiency of seamen; and he would recommend the training of boys at all our ports, in order to meet the exigencies of both the royal and mercantile services. The wages of merchant seamen are advancing: in many of the ships he has lately passed tolerable sailors have got £5 per month, for which they ought to be first-rate seamen. He thought something was wanting to induce persons in the midland districts to send their boys to sea.

PROPOSED PLAN FOR MANNING THE NAVY.—We understand that a plan has been lately submitted to Sir James Graham by, we believe, one of the Elder Brethren of the Trinity House, for manning the Royal Navy, which is very likely to be acted on, or at least to form part of the bill which the First Lord of the Admiralty has given notice to introduce into the House of Commons. The plan amounts, in some respects, to compulsory service. It is proposed to divide the seaports of the kingdom into districts, and to apportion to each district, and the several seaports in it, the number of men that each would have to furnish for the service of the navy; enrolling all those who have served two years at sea. The number of seamen required at any particular time would then be drawn by ballot, and those upon whom the lot fell would have to serve three years, when they would be entitled to their discharge, unless they chose to re-enter; as an inducement to which a small bounty would, if necessary, be offered.—*Shipping Gazette.*

THE LAST OF NELSON'S CREW.—A veteran sailor, named John Groombridge, above one hundred years of age, and said to be the last survivor of Lord Nelson's crew at Copenhagan, made a call a few days ago upon some of his old Kentish friends. It appears that he was born at Yalding, was apprenticed at Chatham to a Quaker, named White, and was married at twenty years of age; but on the day of his wedding was seized by a press-gang and hurried off to Hull, whence he was sent to sea, and remained in the service through the long succeeding wars, commencing with that against the revolted American colonies, now the United States. Among the engagements in which he took part was one against Paul Jones. Subsequently he served under Nelson both at Copenhagen and Trafalgar, and has sailed with our present Baltic and Black Sea admirals Napier and Dundas, when the former was a boy-lieutenant. He is now an in-pensioner of Greenwich Hospital, the oldest on the college books, and is, he says, the sole survivor of the crew sailing in the Victory when Nelson met his death wound. He retains a perfect command of all his faculties. He adds that he never saw his wife after the day that he was torn from her, fresh from nupital rites at church, by the ruthless pressgang; but she lived some fifty years afterwards; and that he learned the particulars of her death shortly after it happened, some thirty years ago.—*Kentish Mercury.*

WHAT IS THE STRENGTH OF THE RUSSIAN EMPIRE.

(*From the London Times.*)

Though it can hardly be said, yet, that the peculiar exigencies of the war are very clearly defined, some of them are already beginning to assume a perceptible prominence. In what does the relative strength of the Russian Empire consists? Not, certainly, in its financial resources, for they have been deranged by the first outbreak of hostilities, and the credit of the State has suffered a colapse before the field has been well taken by its armies. Not, certainly, in its naval armaments, for we can easily blockade its largest ports, and may expect, perhaps, without much presumption, to drive its squadrons from the seas whenever they venture to encounter us. The power of Russia is emphatically military. The Czar relies upon the number of his battalions, and the inexhaustible supply of men derivable from his huge dominious. It is not to be disguised that these troops are well drilled, well commanded, and provided with all the most effective appliances of modern warfare; but in this respect England and France are at least the equal of their antagonist. They possess admirable officers, great aptitude for military excellence, and prodigious stores of warlike machinery. The relative disadvantages of the Western Powers is discernable only in the numerical reckoning of forces available for the field. No doubt the resources of Russia, even in this respect, may prove to have been exaggerated; but their is reason to suppose that levies after levies may be poured across the Pruth into Turkey at a cost considerably less than that entailed upon Governments where the population is civilized, and human life held in estimation. The Allied Powers have despatched, or are despatching some 60,000 incomparable soldiers to the seat of war. When need arrives, they can repeat this expedition, but the drain will make itself felt, and our chief want is likely to be that of men.

It is precisely, however, in this respect that the third Power in the alliance, as at present constituted, may turn its strength to good account. Turkey may stand for little, perhaps, in the money-market or on the seas, but she has the materials of an excellent army in her hardy and numerous population. The Ottoman empire, in fact, can furnish exactly the counterpoise desired to the legions of the Czar, and with the best possible promise· It is manifest, from all the intelligence we receive of the engagements on the Danube or in Asia, that the Turkish soldier, taken by himself, is fully equal to the Russian soldier, and that the superiority of the Czar, where not due to number alone, is directly traceable to the better organization of his army, and,