

express our surprise at our bosom friend the "Autocrat of the Breakfast Table" having abandoned his mutual reflections, and by leaving the Boarding House with the "School-marm," broken somewhat an imaginary society to whose presence we were always glad to be introduced. We suppose, however, that the Autocrat, now become a Benedict, will favor us with another series of philosophical and metaphysical observations under the title of "The Bully of the Blanket; or Every Man his own Caudle." By the bye, is there not something suggestive of an anachronism in the statement of the new scholars?

(From the Pictou Eastern Chronicle, September 30, 1858.)

DREAFFUL CALAMITY AT SEA!—BURNING OF THE STEAMSHIP "AUSTRIA"—OVER 500 LIVES LOST!

The bark Lotus, from Liverpool at Halifax on Sunday afternoon, brings intelligence of one of the most fearful and heart-rending naval disasters ever recorded, viz: the destruction by fire on the 13th inst., of the steamship Austria, on her voyage from Hamburg and Southampton to New York, with the loss of over five hundred of her passengers and crew. The Lotus received the intelligence from the French bark Maurice, from Newfoundland for Isle of Bourbon, which latter vessel had rescued sixty-seven persons from the burning ship, twelve of whom were transferred to the Lotus, and by her brought to Halifax. There are said to have been six hundred souls, including women and children, principally German emigrants, on board the Austria, of whom only the above mentioned 67 are known to be saved. The only British subject saved is a Mr. Brews, a gentleman in the British civil service, on his way to Vancouver's Island. This gentleman arrived at Halifax in the Lotus, and has furnished the particulars of the disaster, given below, which we copy from our city Exchanges. The ship Rosemeath and the bark Arabian, both at Halifax last week, report having passed an iron steamer on fire on the 15th, two days after the occurrence of the disaster; and from the particulars respecting the locality, and the size and appearance of the burning ship, there can be no doubt that she was the unfortunate Austria. When seen by the latter vessel, no person was on board, the woodwork above and below was all consumed, the funnel lying over the side.

MR. BREW'S STATEMENT.

"I took passage from Southampton on the 4th of September in the steamer Austria, Captain Heytman, which left Hamburg on the 2d. Sailed at 5 p.m. Experienced strong westerly winds. 12th—Weather more favorable. 13th—Eleven knots; all in high hopes of reaching New York by the 18th. At 2 p.m., was on the quarter-deck, and saw dense smoke burst from the after entrance to the steerage. Some women ran aft crying, "The ship is on fire—what will become of us?" The ship was instantly put at half speed, and so continued till the magazine exploded, from which, I infer, the engineers suffocated. I only walked from where I was on the quarter-deck to waist of ship, when I saw the flames breaking through lights amidships; as the ship was head to wind the fire travelled aft rapidly; I went to the man at the wheel and told him to put the ship to the left—he hesitated, as he was a native of Hamburg. I got a German gentleman to speak to him. At this time, I saw persons letting down a boat on the port side of the quarter-deck; what became of her I don't know—think she was crushed under the screw. I went with some others to get out starboard boat, and the moment we laid hands on the ropes so many crowded in we could not lift it off the blocks; left it for a few moments till the people got out; returned and put it over the side of the ship—all rushed in again, and it descended with violence and instantly swamped—all washed out except three, who held on—we let down a rope and pulled up one, the steward; another in being pulled up was strangled by the rope: the fire came on too fierce to attempt to get rid of the third man.

All the first cabin passengers were on the poop with the exception of a few gentlemen who must have smothered in the smoking-room. Many second cabin passengers were also on the poop, but numbers of them got shut up in their cabins by the fire. Some of them were pulled up through the ventilator, but the greater number could not be extricated. The last woman drawn up said there were six already suffocated. I now perceived that the ship had got head to wind again, so that the flames came over the quarter-deck. In consequence of the crowd, I could not get to the wheel-house to ascertain the reason, but was told that the helmsman had deserted his post, and the vessel left to herself, headed to the wind.

At this time the scene on the quarter-deck was indistinguishably heart-rending. Passengers rushing frantically to and from—husbands seeking wives—wives seeking husbands—relations looking after relatives—mothers lamenting for their children—some wholly paralyzed by fear—others madly crying to be saved, but some perfectly calm and collected. The flames pressed so closely upon them that many jumped into the sea. Relatives, clasped in each others' arms, jumped overboard. Two girls, supposed to be sisters, jumped over and sank, kissing each other. A missionary and his wife leaped over together. The stewardess and assistant steward followed, arm in arm.

The conduct of a Hungarian gentleman was affecting and impressive in the extreme. His family consisted of a wife and seven children, four of whom were girls. After blessing them all solemnly, he made his wife jump into the water, and then six of his children, one after the other, following them with the infant of the family in his arms. That was the last that I saw of them.

All this time I was standing outside the bulwarks, holding on to the davits, leaning out to avoid the flames, which were leaping towards me. Saw awfully many men under me, swinging by a rope. As oars were tied in her, I thought if I could get to her I would be enabled to save myself and some others. I let myself down by a rope, passing over a man who was clinging to it, but who refused to come with me. Took out a pen-knife and cut the tackle; the large blade broke, then severed it with the small blade. Ship passed ahead; as screw approached, I found the boat drawn towards it. Tried to keep the boat off; but the screw caught, and capsized her over me.

I dived away from the ship, and came to the surface near the boat, which was keel up. I got on her, and by pressing on one side, with the assistance of the waves, she righted, but was still swamped. The oars had been knocked out by the screw, and the only thing I could find in her to paddle with was some laths nailed together as sheathing for the sides. When I looked round, the ship was a quarter of a mile away. I could see men and women jump into the water by twos and threes—some of the women in flames. Several hesitated to leap from the burning ship until the last moment, and were at length compelled to do so to avoid more painful death.

I pulled after the ship, picked up a German who was swimming, took him beside me in the boat, and paddled after the ship. We saw a vessel under sail approaching—she reached steamer at 2 p.m. We continued pulling towards them, and about half-past 7 o'clock, after being 5 hours in water, got within hail of sailing vessel, which put off with boat and took us on board. She proved to be the Maurice, Capt. Ernest Renaud, of Nantes, bound from Newfoundland for Isle of Bourbon, with fish. She had up to that time rescued forty passengers from the steamer, chiefly from bowsprit—some picked up floating about.

At 8 o'clock one of the metallic boats came up with about 23 persons, including first and third officers—afterwards picked up three or four more floating on a piece of a broken boat. Second officer was taken up, having been swimming, with nothing to float him, for six hours. Second and third officers seriously burnt. Six women saved—some badly burnt. Capt. Renaud acted with much kindness—gave clothes as far as he could—acted as nurse, doctor, and surgeon—evincing benevolence and amiable disposition. Did not see an officer of ship during fire, and am certain there was not one of them or crew on poop, except man at wheel for a short time.

I understood that when Capt. heard of the fire he rushed on deck without a cap, and when he saw the flames, exclaimed, "We are all lost!" He tried to get out a boat, which when let down swamped, and he either accidentally or otherwise fell into the water, and was soon left far behind. The fourth officer was in that boat; he cut her loose from the davits, and she was carried under the screw and smashed—several in her drowned. Three or four men escaped on fragments and were picked up by the Maurice, as before stated. One metallic boat let down from port was swamped, but got cleared away with about 33 persons, including first and third officer and some women. The men in this boat capsized several times, trying to clear her of water. Ten persons were thus drowned. They

afterwards bailed her out with life preservers cut in two, and pulled to the "Maurice," having picked up two or three persons on her way to the bark. Altogether there were 67 souls taken into the "Maurice." During the night a Norwegian bark came up with the steamer. Next morning a boat was observed going around the burning ship, and they may have picked up a few persons, but only a very few. The "Maurice" had no communication with the Norwegian bark. About 7 o'clock the "Maurice" sailed for Fayal to deposit the rescued passengers. About 2 o'clock same afternoon fell in with the bark Lotus, Capt. Torrey of Yarmouth, from Liverpool for Halifax, who gave him a passage. He was also anxious to take on board all American citizens, but there was such a rush of passengers into the boats that only one load of eleven could be got off, and several of these were foreigners.

The fire is known to have arisen from very culpable negligence of some of the crew. Captain and surgeon found it necessary to fumigate the steerage with tar. The operation was to be performed by the boatswain under the fourth officer. Boatswain heated the end of the chain to dip into tar to produce smoke—it became too hot, and he let it drop on the deck, to which it set fire. The tar upset, and immediately all about was in flames. A feeble attempt was made to extinguish, but without effect, as there was nothing at hand to meet such emergency. The rescued passengers saved nothing but what they had on.

Six hundred passengers are supposed to have been on board the Austria.

ARRIVAL OF WOUNDED TROOPS FROM DELHI.—A large party of sick and disabled troops, most of whom were severely wounded at Delhi, have arrived at Fort Pitt Hospital, Chatham. The sick and wounded troops, to the number of 141 men of all ranks, belong to the 7th Dragoon Guards, 14th Light Dragoons, 7th Fusiliers, 51st Light Infantry, 61st, 70th, 81st, 86th, 94th, and 98th Regiments, the Royal Artillery, and the 3d Bengal Fusiliers. During the voyage the large number of 13 deaths took place on board—viz, 11 men and 2 children. On their arrival they were inspected by the medical staff, when those requiring further surgical treatment—to the number of 30—were taken into the hospital, and the remainder sent to St. Mary's Barracks, to await their discharge. Several of the invalids have lost an arm, and others have received very severe wounds from musket shots. The troops who appear to have suffered the most severely are those belonging to the 61st Regiment.

DETACHMENT OF ROYAL ENGINEERS TO BRITISH COLUMBIA.—Col. Moody, Royal Engineers, Capt. J. M. Grant, Capt. H. R. Luard, Lieut. A. K. Lempriere, and Lieut. H. S. Palmer, Mr. Siddell, staff assistant-surgeon, 1 sergeant-major, 1 quartermaster-sergeant, 8 sergeants, 8 first corporals, 2 second corporals, 8 lance-corporals, and about 100 sappers of the Royal Engineers, with their families, embark on the 15th inst., on board the clipper ship Thames City, 1,500 tons, for British Columbia, sailing round Cape Horn. The detachment is composed of picked volunteers, and embraces almost every trade and profession, surveyors, draughtsmen, engravers, artists, architects, photographers, carpenters, masons, blacksmiths, painters, miners, &c., such as only the Royal Engineers can produce. They are armed with the Lancaster rifle and Colt's revolvers, and take out with them provisions sufficient to last for some months, and an immense quantity of clothing and materials of every description likely to be required by the expedition in the new colony. We understand that steam engines, railway rails, and other mechanical appliances, either for steam or water power, will be sent after the party. The non-commissioned officers and men are to receive a very liberal rate of colonial pay; and as a further inducement to them, after six years' faithful service, a grant of land is to be appropriated to such as are desirous to settle in the colony. From the known talent of those engaged in the expedition, if supported by the Home Government, no doubt is entertained of a successful issue. Considering the practical abilities of Col. Moody and Capt. Grant, and the other officers appointed, the expedition undoubtedly will be turned to good account.

On Monday, the 6th September, an Inquest was held at Port Talbot, on the body of Henry Benjamin Hillcoat, Esq., M. D., aged 36 years, eldest son of the Rev. H. B. W. Hillcoat, B. D., Incumbent of St. Matthew's Church, Scotland Row, Liverpool, when a verdict was returned of accidental death. The unfortunate gentleman, who had lately come over from America, was on Sunday morning, the 5th inst., writing in his Cabin, where he had previously been engaged in reading the Scriptures and prayer, with those of his children with him and his youngest brother, about to accompany him to Cuba for his health, when one of his little boys asked permission to go to the boat for a little model vessel, left there by mistake, when he unhappily put it upon the water, and floating beyond his reach he loosened the painter of the boat to follow it, and reaching for it, overbalanced and fell into the water, at the same time crying out papa. The sound brought his poor father from the cabin, when he plunged into the water and swam to the spot; catch an oar held down to him by the men of a boat belonging to the Seaford, but sunk himself, and was not found for an hour and a half, when life was extinct. The Captain of the Seaford, the vessel belonging to Dr. H. Hillcoat, seeing what had happened, immediately jumped overboard with the hope of rescuing both, but though an excellent swimmer, would have been lost himself, from the great absence of weight in the water, peculiar to that harbour, had he not grasped a rope. Dr. Hillcoat, Junr., has left a widow and eight young children to mourn his loss, and their sole dependence is upon the vessel named, which at present has not paid its expenses.

So great an interest has been excited in this town and neighbourhood by this melancholy event, that many of the different works of the place closed at an earlier hour, to evince the sympathy of the people by attending the funeral, which they did in a large body; and the shops in Aberavon were generally closed during the time it passed to the burial ground.—Water paper.

THE RACES,

According to notice, came off under the management of the Jockey Club, on Monday and Tuesday, the 27th and 28th September, the results of which are as follows:—

FIRST DAY.—The Craen Stakes—A Plate of Five Pounds—1st Race—Mr. McKinnon's bay horse "Circus," 5 years old—1; Mr. Charles Saunders's bay horse "Palmer," 5 years old—2; Mr. Jas. McInnis's black mare "Nancy Ann," 4 years old—3. 2d Heat—Mr. McKinnon's bay horse "Circus" walked over. 2d Race—Governor's Plate—Five Sovereigns—For 3 year olds—Heats, half mile—Mr. Alex. Dixon's chestnut filly "Lady Fairfield"—1; Mr. James McInnis's black mare "Prairie Bird"—2; Mr. James McInnis's bay colt "Snatcher"—3. 2d Heat—"Lady Fairfield." 3d Race—City Plate—Five Pounds, Heats—Mr. James McInnis's brown mare "Jenny Lind," 4 years old—1; Mr. McKinnon's bay horse "Circus," 5 years old—2; Mr. L. McMillan's bay horse "Lord Clyde," 5 years old—3.

The second and third Heats won by Mr. McKinnon's "Circus."

SECOND DAY.—The County Stakes—Heats £10—Mr. McKinnon's "Circus"; Mr. McMillan's "Lord Clyde"; Mr. J. McInnis's "Nancy Ann"; Mr. James McInnis's "Charley." Mr. McKinnon's "Circus" took the two first heats. 2d Race—The Ladies' Purse—Heats. This Race was not contested, the requisite number of entries not having been made. 3d Race—Welter Stakes £5, once round—Mr. J. McInnis's brown mare "Jenny Lind"—1; Mr. L. McMillan's bay horse "Lord Clyde"—2; Mr. McKinnon's black mare "Nancy Ann"—3.

The Trotting Race, Heats, twice round—1st Heat—Mr. H. McInnis's brown horse "Prince Menschikoff"—1; Mr. Edw. Lafferty's brown horse "Dan"—2. 2d Heat—Won very cleverly by "Prince Menschikoff" by a head.

The speed generally shown at those Races was at least equal to that of former years. The last heat for the County Stakes was run by Mr. McKinnon's "Circus" in two minutes and two seconds. The Trotting Race was most severely contested by two horses that would be a credit to any course. It is much to be hoped that the owners of two such first rate goers may be induced to enter their horses for some public money on the ice the ensuing winter.—Com.

Her Majesty's steamship "Styx," with Admiral Sir Houston Stewart, arrived here on Wednesday morning last, from Newfoundland. The steamer "Westmorland" with a new brig from the shipyard of James C. Pope, Esq., Summerside, destined for New Zealand, with passengers from this port, arrived here September 8th.

NEWS BY TELEGRAPH.

EXCHANGE ROOMS,

CHARLOTTETOWN, September 30th.

NEW YORK, Sept. 30th.—Arrived last night Steamship Harmonica, from Hamburg, the 15th inst. exploded powder magazine, several wounded, and put back for repairs.

Atlantic Telegraph Stock has fallen, owing to the reports from Valentia Bay.

Political News unimportant. Money very abundant, and Bullion largely increased in Bank of England.

Consols 97 1/2 to 97 3/4. Sugar steady. Teas firm. Breadstuffs declined 6d.; on Flour 1d.

ROBERT HYNDMAN & CO.

FIRE AT THE WEST RIVER.—On Monday, the 20th September, the house of Mr. James Bell, joiner, of West River, was consumed by fire, and we understand the family only escaped with their lives. It is supposed the fire occurred through some deficiency in the chimney.—Pro.

LARGE FIRE AT ST. JOHN'S, N. F.—St. John's, N. F., Sept. 18.—Twenty-five houses in this place were destroyed by fire last night. One man perished in the flames.

Birth,

On Monday evening, the 20th inst., Mrs. John Ball of a daughter.

Married,

At Ardgowan, the residence of W. H. Pope, Esq., on Thursday, the 30th September, by the Rev. Dr. Jenkins, H. F. Jarvis, Esq., M. D., of St. Eleanor's, to Lucy Desbriary, only daughter of C. A. Harding, Esq., Barrister at Law, New Brunswick.

Passengers,

In the steamer "Westmorland" from Shediac and Belemque to Charlottetown, Sept. 30—Miss M. Mawley, Messrs. G. McLeod, C. Chisholm, C. Chisholm, How, Giddings, Fraser, Fellows, J. Cantelo, S. Green, W. Pethick.

Marine Intelligence.

PORT OF CHARLOTTETOWN.

ENTERED.

SEPT. 24.—Schr. Ellen, Spinney, Tatamagouche, boards. 25—Mary Jane, Fougere, Pictou, herring, Blossom, Mason, do.; coal. Woodbine, Robertson, do.; do. La Rooka, Davidson, fishing voyage. Foam, Malone, do. 27—Arabacca, Brundage, Bay Verte; deals. Native Lass, Cherrie, fishing voyage. Glory, Le Blanc, do. Mount Vernon, Bonfroit, Halifax; bal. 28—Bridg. Atton, Turnbull, Boston; goods. Schr. Glide, Reynolds, Halifax; do. Eglantine, Elbridge, Boston; do. Virgin, Bears, Cape Can; millstone. Albion, Reilly, fishing voyage.

CLEARED.

SEPT. 24.—Mayflower, Gerrion, Halifax; cats. 27—Arabacca, Brundage, Bay Verte; iron. Ellen, Spinney, Tatamagouche; bal. 28—Mary Cutter, Kennison, fishing voyage. Mary Jane, Fougere, Cape Can; flour and soap.

Hulloway's Ointment and Pills.—The various and frightful ulcerations of the lower limbs, known by the general term of "bad legs," yield everywhere with surprising rapidity to the influence of the Ointment. We are informed, from sources in which we have full confidence, that abscesses and sores of this class that had been discharging for many years, keeping the sufferers in constant pain, and in a most debilitated condition, have been cured in a few weeks by this wonderful Ointment. It does not merely suppress the discharge, which would be dangerous, but, rising through the surface to the nucleus of the disorder, obliterates at once both its source and its symptoms. The Pills, by their mild aperient action, expedite the cure.

DISEASE OF THE LIVER.

By this disease we understand an inflammation either in the membrane or substance of the liver, known by dull pains in the right side, the stomach always disordered, the yellow tinge of the skin, dry cough, tongue coated, costiveness, high-colored urine, and of a thick nature; and severe weakness and severe pain in the head.

The quantity of corrupted humors in the region of the liver causes a defective secretion of the bile. The liver when healthy, serves as a filter to the blood, to separate all impurity from it, or to refine it. When diseased, it cannot purify the blood, which, when sent to the lungs, brain, and other parts in a morbid condition, may cause Jaundice, Consumption, Insanity, &c., and annihilating the natural stimulus to the system, causes Dyspepsia, Piles, and other complaints, as you perceive the direct way to unravel and tear the whole system to pieces.

A patient, suffering from this complaint, should resort to speedy relief. Yet there are very few medicines worth a cent in curing diseases. What then shall be done? We say, use Dr. Morse's Indian Root Pills, as they are composed of plants and roots; they will be found a sure cure for this disease, because they purge from the body those corrupt and stagnant humors, and so cleanse and renew the blood, which is the cause not only of the disease of the liver, and the inflammation of the kidney and the bladder, but of every description of disease. From 3 to 4 of the above pills, taken every night on going to bed, will in a few days entirely relieve the body of everything that is opposed to health.

For sale at the Apothecaries' Hall, and at the Drug Stores of W. R. Watson and M. W. Skinner, and sold at all the Stores throughout the Island. Persons wishing supplies of the above Medicines can be furnished at Proprietor's prices at the Drug Store of W. R. WATSON, General Agent.

"Omnibus quae prosunt sequimur," or, "we labor for the good of all." is the inscription on one of the chimneys of the city of Lowell, and they cannot monopolize the Doctor's skill which is made available by his Cherry Pectoral and Cathartic Pills to all alike—not only in this country but in all countries where civilization and commerce have gone. While we admire the liberality and taste of those gentlemen in such a donation to their native town, we will remind our readers of the following influence a chime of bells spreads over the whole community that hears them. They are few in this country, and their influence is little known, but ask the exile from his home in Germany, France, and England, whether the chime on Trinity Church does not make his heart leap into his mouth, and his eyes swim in the recollection it brings of the solemn notes of his childhood, his boyhood ay, and his manhood love to hear at the soft approach of evening in his native land.

We wish our generous townsmen whom God has blessed with means would consider whether we too cannot add this more attraction to make our children and ourselves live dearer and stronger and longer the place we call our home.—Madison, Ind. Banner.

New Advertisements.

Improved Stock.

BY AUCTION ON WEDNESDAY next, 6th inst., at 12 o'clock, on the MARKET SQUARE, the following Stock, bred by JUDGE PETERS:—

- 1 two year old FILLY, by Saladin (out of a half bred Columbus mare),
- 1 FILLY, 6 months old, by Hazzard's American Horse, "Eclipse," out of do.,
- 7 Leicester TUPS,
- 1 Leicester RAM, 3 years old, imported by Judge Peters from England.

TERMS OF SALE.—£3 and upwards 9 months credit upon approved Notes of Hand. J. & T. MORRIS, Auctioneers.

October 4, 1858.

Great Bargains.

Stoves, Chests Drawers, &c.

TO BE SOLD BY AUCTION ON SATURDAY next, 9th inst., at 11 o'clock, at the "ACADIA GROCERY," Queen Square—

- 17 Cooking STOVES,
- 7 Franklin Do.,
- 4 Close Do.,
- 2 Chests Drawers, 2 Bedsteads,
- 3 Tables, 1 Wash Stand.

Terms Liberal. J. & T. MORRIS, Auctioneers.

October 4, 1858. (Isl.)

Pastry, Confectionary, Fancy Biscuits, &c.

THE Subscriber, in addition to his own experience, has engaged a thorough tradesman direct from England, and is now prepared to execute orders of any description in the above line on the shortest notice. The subscriber having greatly increased his expenses, trusts that the Ladies of Charlottetown will favour him with orders, and support so useful an undertaking. Fancy Biscuits fresh and new, daily.

JOSEPH KNIGHT. Smardon's Buildings, Great George Street, September 6, 1858. 5w. pd.

New Advertisements.

Flour, Tobacco, Bread, Candles & Molasses.

JUST Received per Brigantine "Arton," 400 Barrels superfine FLOUR, 75 do. Extra family do., 80 Half barrels do., 50 Bags do., 20 Boxes No. 1 TOBACCO, 50 Barrels Pilot BREAD, 20 Boxes CANDLES, 8 Puncheons MOLASSES, 20 Boxes CIGARS, a good article, Barrels PITCH, TAR and ROSIN, 15 Boxes Soap, Pepper, Pipes, Raisins Starch, &c., all of which will be sold at the lowest CASH prices, by SAMUEL A. FOWLE & Co. October 4, 1858. 3w

Fish! Fish!! Fish!!!

300 BARRELS Prime Labrador HERRINGS, 400 Quintals CODFISH, For sale for Cash only, by October 4, 1858. 3w SAMUEL A. FOWLE & Co.

New Clipper Sclur. "Belvidere,"

FOR SALE, 74 tons new, 135 tons old measurement, now lying at PEAKE'S WHARF. Is a very fast sailer, a good carrier, and a strong built Vessel. Enquire of October 4, 1858. J. & T. MORRIS.

House to Let.

TO LET, and possession given on the First of Novemb next, the HOUSE and PREMISES in Pownall Street now occupied by THOMAS MANN, Tailor. For further particulars apply to October 4, 1858. 2w G. W. DEBLOIS.

Notice.

WHEREAS, by Deed of Assignment, bearing date the 17th day of February, 1857, all Books, Debts, Notes and other Securities, of the late firm of THOMAS McNUTT & SON of Princetown, Prince Edward Island, were duly transferred to me—Notice is hereby given, that all persons indebted in any way to the said firm are required to make payments to their respective amounts to the Subscriber, in Charlottetown, or to HENRY S. McNUTT, Princetown, on or before the 20th day of October next. All sums unpaid after that date, will be immediately handed over for collection, without distinction of persons. H. HAZZARD. Charlottetown, October 4, 1858.

Dissolution of Co-Partnership.

THE Partnership business heretofore existing and carried on under the style and firm of WELLS & MILLER, is this day dissolved by virtue of an award to me directed by J. W. Morrison, Arbitrator, and Theophilus DesBrisay, Empire. GEORGE W. MILLER. Ch. Town, August 12, 1858. (R. Gaz. & Ex. 3m. Isl. Im.)

To all whom it may Concern.

Public Notice.

I do hereby require and demand of Stanford Wells, Marble Worker, three Promissory Notes drawn by me, and payable to the said Stanford Wells, for the sum of one hundred and seventy-five pounds, the said Notes being cancelled by virtue of an award to me directed by J. W. Morrison, Arbitrator, and Theophilus DesBrisay, Empire; and I do hereby further require and demand of the above named Stanford Wells a full compliance of the above named award, by the payment of all such sum or sums of money due to me by virtue of the above named award, also the payment of all debts contracted by the firm. GEORGE W. MILLER. Ch. Town, August 12, 1858. (R. Gaz. & Ex. 3m. Isl. Im.)

Debtors take Notice.

NOTICE is hereby given to all such persons as have had in their accounts repeatedly furnished, that unless settled within ten days from the day of this date they will be sued for without distinction. GEORGE W. MILLER. October 4, 1858. (Ex. & Isl. Im.)

Notice.

ALL persons having claims against JOHN ANDREW McDONALD, late of Charlottetown, Merchant, are requested to present the same to the subscriber; and all parties indebted to Mr. McDonald are desired to make payment to WILLIAM M. HOWE, Attorney of J. A. McDonald. Charlottetown, October 4, 1858.

Leasehold Farm and Stock.

TO be sold by Auction, on TUESDAY, the 6th day of October next, the LEASEHOLD INTEREST of six acres of LAND, situate at the Nine Mile House, St. Peter's Road, Lot 35, subject to a yearly rent of £4, Island Currency, for 999 years. Thirty six acres of which are in a good state of cultivation, having 12 chains front on the St. Peter's Road. There are on the premises a Dwelling House, Barn and Stables, and two excellent springs of water. Also, 2 horses, 7 years old, 2 Mares one 6 years old, the other 9, 5 Cows, 6 Sheep, 9 Pigs, 1 Cart, Truck and Wheel, 2 Jaunting Sleighs, 1 Double-seated box Sleigh, 1 Saddle, 2 sets Harness, 1 do. Cart Harness, 1 Wood Sleigh, 1 Plough, pair of Harrows, 1 Gig.

Also, Fifty acres of Leasehold Land, situate at the Ten Mile House, St. Peter's Road, subject to a yearly rent of 1s. 1d. per acre currency. Twenty acres of which would, with little expense, be fit for the plough, the remainder is covered with Hardwood.

Terms of Sale for the Land, one half of the purchase money to be paid down, the remainder may remain on interest for two years from the time of sale. The stock and other articles, all sums under £5, cash, above £5, three months credit will be given, on approved joint notes of hand. For further particulars apply to Nine Mile House, St. Peter's Road, } September 11, 1858. } N. B.—There will also be offered for sale, at the same time and place, 368 acres of Freehold Land, situate on Township 37, 25 acres of which are fit for stamping, the remainder well covered with hard and softwood, and is the property of the subscriber, which will be sold in Lots to suit purchasers. 3m. P. M.

Pavilion Hotel.

THE subscriber having taken the house and premises formerly occupied by Henry Hazzard, Esq., situated on the corner of Great George and Dorchester Streets, directly opposite the Catholic Cathedral, and having fitted up and furnished it in an excellent style, intends keeping a FIRST CLASS HOTEL, and solicits a share of patronage from his friends and the travelling public. Having resided in some of the best Hotels in the United States, he trusts that the experience there acquired will be of service to him in superintending the "PAVILION," and no efforts will be spared to render it the most desirable House in the City. In connection with the Hotel is an excellent Bar, where the best of all kinds of Wines and Liquors will be kept and furnished to order. There will also be kept a Public Dining Room or Ordinary, where a table will always be set and Meals and Refreshments served to order. The prices will be in keeping with the times. Fully determined to spare no pains to please his patrons, the subscriber trusts to them for his liberal support necessary to the successful prosecution of his enterprise. P. G. CLARK, Proprietor & Manager. N. B.—The best of stabling and accommodation for horses. Ch. Town, June 28, 1858. (all papers)

Saddle, Harness, Collar and Trunk-making ESTABLISHMENT.

THE subscriber respectfully intimates to the public generally that he has commenced business in the above line in the house on the corner of Queen and Sydney streets, near the store of the Hon. David Brennan, where he will keep for sale a large assortment of GIG, CARRIAGE AND CART HARNESS; SADDLES, BRIDLES, COLLARS, WHIPS, TRUNKS, &c.

All orders for any article connected with the trade will be punctually attended to. He is also prepared to trim Sleighs, Gigs and Carriages in a superior style. The subscriber feels confident he can give satisfaction to those who may favor him with their patronage, from his having had a long experience in the business both in the Old Country and in this Island. JOHN BOWERS. Charlottetown, June 7, 1858. N. B.—A liberal discount will be allowed to country wholesale dealers.

JOHN A. FOWLE & Co.,

Commission Merchants, NO 11 FOSTER'S WHARF, BOSTON, U. S. JOHN A. FOWLE, SAMUEL A. FOWLE, Boston, U. S. April 25. Ch. Town, P. E. I.