

Established 1825.

Charlottetown, P. E. Island, Saturday August 23, 1868.

New Series, 0 370.

News by the English Mail.

We kept back our paper expecting a very early arrival of the British Mail, but it did not reach the post-office until after 6 o'clock. We have taken the leading items of news from the Papers. Flour continues to fall in price. *Wilsons Times* says—

"The prospects of a most productive harvest continuing to expand, the Grain trade throughout the country assumes an unsettled aspect. We believe, notwithstanding exceptional features here and there, that the Grain crops will be abundant; and that the quality of the new wheat is likely to prove excellent."

RUSSIAN DISASTER IN ASIA.

The *General Chronicle*, who commanded a division at Sebastopol during the siege, and who was then sent into Asia, has advanced too far towards the Persian frontier. Deprived of all communication, and his flanks threatened by the Kurds and Circassians, he has been compelled hastily to retreat across the vast steppes of that region, and the fate of his army remains yet in doubt.

(From the *European Times*.)

The uneasiness which has been caused by the bad faith of Russia in evading a compliance with the spirit of the treaty of the conduct of the Russians has induced England again to occupy the Black Sea. The Hannibal has been sent to Serpents Island, and sufficient intimation has been given that, in the opinion of the Allies, something like a breach of faith has taken place. Although Kara is but 30 miles from the Russian frontier, she is there still, destroying works, cutting down forests, refusing English officers the right of visiting the coast, and playing the despot after the manner of Warsaw or Tiflis. The same is the case at the mouth of the Danube. Russian troops are still there.

The part of Bessarabia which is to be added to the Principality is still in Russian hands, and the Czar raises doubts about the topography and would gladly evade the conditions. But it is added by the ministerial organ that "repudiated" is not likely to follow which means of course, that Russia will give under the current pressure of the Allies, and that Austria, which has not yet evacuated the Principality, will be compelled to follow her example.

THE DIFFICULTIES WITH RUSSIA.

It is expected that there will be a friendly settlement of all difficulties between Russia and the Allied Powers. Count Strogoff, the Russian General Secretary, has visited the General Secretaries, and it is understood that his report to his Government will favour a conciliatory arrangement. All the Russian organs of the press maintain that Russia has only been observing necessary forms, and that the appearance of the English fleet in the Black Sea was an unnecessary exhibition of force.

FOUR MORE ENGLISH SHIPS SENT TO THE BLACK SEA.

France and Turkey having no disposable vessels in the Bosphorus, four more English ships of war are to rally the squadron of Sir Honston Stewart, which is cruising off Balchick. The *Hannibal*, the *Gladiator*, and the *Snake*, anchored before Sebastopol, were preparing to thoroughly traverse the Black Sea.

The International Commission, which is now sitting at Jassy, still insists on the Russians restoring the town of Belgrad. Jehedlin Pacha has been made Governor of Kara.

DANGER OF WAR BETWEEN AUSTRIA AND SARDAINIA.

The amount of cannon and troops moved towards the Sardinian frontier by Austria is incredible. Sardinia is making efforts on her side, which are backed by the whole population. Both parties are ready for war if the Western Powers would permit it.

The accounts from Italy continue to be alarming. The Duchesse-Regent of Parma has been frightened by the little outbreak in Massa-Carrara, believed to have been of Austrian initiation. The King of Naples is understood to be uncertain of the fidelity of his troops.

The King of Denmark has just left Copenhagen with his wife, the Countess Daner, for Bornholm, and not for Paris, as stated by some journals.

RETURN OF FLORENCE NIGHTINGALE.

Miss Florence Nightingale has arrived at her house in Derbyshire, after her arduous and honourable career of public service in the East. Miss Nightingale zealously avoided that public welcome which would have greeted her had the day or the place of her landing in England been made known. She is not the less conscious, we trust, of the "honour, love, obedience, troops of friends," which accompany her presence and wait upon her future career.

Arrivals in Europe from hence.

PATAGONIA, Aug. 16—*La Stella*, Furness.
LIVERPOOL, Aug. 16—*Lemal*, Hobbs.
QUEENSWAY, Aug. 16—*Wave*, Connor.
QUEENSWAY, Aug. 16—*Warre*, Connor.
OFF SCILLY, July 30—*Paxton*, Mason.

Passengers.

In the Steamer *Lady Leoline*, this day from Pictou—Colonel Stubbis, Lt-Col. Gray, Messrs J. P. Cooks, C. M. Walsh, Mrs. Conroy, Mrs. Gorman, Capt. Furness, and 5 in the Steerage.

Schooner for Sale.

A SCHOONER three years old, under repair, to be sold. She is a good sailing vessel, and well fitted for service. Apply to—

WILLIAM HODGES,
Clybia Lodge, Restigo, Aug. 23, 1868.

TO LET.

ONE half of this beautiful Brick House the property of Mr. George Foster (Hannibal), situated on the south side of Road Street, and nearly opposite the residence of the Hon. George Coles; for particulars apply to the Subscriber.

W. JAMES J. BEVAN,
Charlottetown, July 16th, 1868.

SIR JOHN FRANKLIN.

It would appear from a late number of a London paper, that there may yet be another search for this unfortunate Navigator, in whose behalf, and of his brave companions, such a world-wide interest has been aroused, and such large sums have been expended. The Presidents and Vice Presidents of the Royal Geographical Society, and many other of the highest scientific authorities have memorialized Lord Palmerston, praying that further means be taken, for clearing up the mystery of the fate of those who have been so long prisoners, living or dead, in the Frigid North. The Editor alluding to a strong letter on the subject, addressed in his paper by a Mr. Robert White, of Cowes, thus concludes a long article on the subject—

Without agreeing in all the sanguine anticipations entertained by M. White (whose letters appear in another column), we consider it a national duty, for the satisfaction of the numerous admirers of the country, on whose mind they were sent, and of the world at large—which takes a deep interest in the question—to do our best to determine what the fate of all has been, and whether there may yet be some solitary survivor. The fact is indeed now almost a *fortiori* hope, although there is still a possibility of Europeans, with their superior intelligence, living where Esquimaux can maintain themselves. Mr. White puts it strongly when assuming that we have no positive proof of the death of any;—"The boat, indeed, and its equipments were left there, but no bodies, no clothing, no arms, no ammunition could be discovered, either exposed or in the Esquimaux caches, and no records or papers giving any accounts of their proceedings." Dr. King is of opinion, that in a hiding-place named King Gader, on Montreal Island, made by him when there with Sir Geo. Back, and known to Sir John Franklin, a paper record will be found. Captain Beecher well observes—

It is difficult to believe that there is not some paper in existence somewhere. Sir John Franklin says, many more with him—how anxious they must have been, when seeing that it was their fate to perish in these inhospitable shores, to convey intelligence to those he had left behind—to those who they knew would mourn their loss to say a few brief parting words of fond affection, along with a short account of their sad career; and by a final adieu to those for whom they were addressed! Such evidence must have been in existence; whether it escaped the effects of snow and ice; of wind and rain; or prying Esquimaux, may well be doubted; but it would be more likely to do so, if secured in some concealed place like that here mentioned. And they are words which one would desire to preserve to the grave!

England, while she has gained the laurels which appertain to successful Arctic discoveries, has abandoned the search of the very party that should most interest her as a great Naval nation—the locality yet unknown and unidentified where the noble gallant martyrs to science and duty who have fallen in her cause. The final effort solicited would be comparatively safe and inexpensive, for the road by water and by land, on it has almost been explored. There are volunteers enough for the honour and glory of the search, and every page of memorial discovered every

track and foot-print followed, every fresh relic discovered, is only toward the country can bestow. Even if Dr. Rae is disposed to retire in vain glorious ease, Captain Collinson, Captain Richards, Dr. King, and numberless other volunteers are ready to take the journey. Whether the expedition should be by Behring's Straits, or Chesterfield Inlet to the Fish River, it is not for us to determine. The extended sea voyage by the Pacific might, it is true prove in the long-run the shortest; but there is the dubious chance of long imprisonment in the ice, of which Collinson and Maclure's ships were examples. By the Hudson's Bay Company's posts and the navigation of the Fish River and the resources of the country, there is little or no danger to be encountered, save a few hardships and rough boating, company, and living. If it be undertaken, all the matter could be speedily entertained and the necessary preparations made. Official routine and deliberations should not be permitted to delay decision, until it is late to venture on the expedition. The year may should be promptly given; and certainly the liberality and earnestness of the American Government should not be permitted to put us to the blush.

THE ATLANTIC STEAMERS.—Mr. Vanderbilt, the American shipowner, states, in an application to congress, that, after six months' trial of running steamers between Europe and America without a mail contract, he is of opinion, that it is possible with Collins' line, who receive a subsidy of £200,000 a year for conveying mails. He states that the rate of ocean postage is about 9d. a letter, and he fully expects, when he started his line, to be allowed that amount on such letters as the interest, and convenience of parties might induce them to place on board his steamers. He however, found that he was only allowed one penny a letter. He says that he is constructing an ocean steamer of 5,000 tons burden, which will cost nearly £200,000; that he has a capital of nearly £400,000 embarked in shipping, and an offer to carry the mails to and from Europe once a fortnight at about £3,400 the round, which is one half of the amount the United States Government pay to Collins' line for the same service, and he offers to relinquish the contract whenever Congress shall adopt the policy of withholding Government patronage in all its forms from steamships traversing the Atlantic.

The South-Western Steam-packet Company are paid 10s. a mile for conveying the Channel Island mails. The Pacific Steam Navigation Company are paid 3s. 8d. a mile for conveying the Pacific mail, and 1s. 6d. a mile for conveying the India, China, and Gibraltar mails. The Royal Mail Company 9s. 10d. a mile for conveying the West India and Brazil mails. The Peninsular and Oriental Company 8s. 3d. a mile for conveying the India, China, and Gibraltar mails. The Royal Mail Company 9s. 10d. a mile for conveying the West India and Brazil mails. The Peninsular and Oriental Company 8s. 3d. a mile for conveying the India, China, and Gibraltar mails. The Royal Mail Company 9s. 10d. a mile for conveying the West India and Brazil mails.

An American agricultural society offers premiums to farmers' daughters, "girls under 21 years of age," who shall exhibit the best lots of butter, not less than 10lbs. "This is all right," says a New York paper, "save the attention of the company, that some girls are over 31 years of age."