Haszard's Gazette.

WEDNESDAY, FEBRUARY 11, 1857.

the slaves expressly disavowed, a part of the public offices were opened to the natives of the island, and measures were taken for allowing the Cubans a certain degree of influence, at least in the way of opinion and advice, in the administration of their own affairs. Even those who were in exile from former opposition to the Government or implication in former revolutionary movements, have been treated with great lenity, having been merely allowed to return to their homes, in perfect liberty to do so, and even when they have refused to return, having had their property restored to them.

While the dissatisfaction of the Cubans with the mother country has thus been appeased, they have ceased to look to the United States with so much confidence as formerly. The Know-Nothing party, with its hostility to Catholicism and to foreigners; the Republican party, with its opposition to the extension of Slavery and the admission of new Slave States are neither of them features in our politics very encouraging to the Cubans, while they have found out that even the Democratic party does not be relied upon for any decided and positive support. At present, there is no disposition in Cuba to co-operate in any revolutionary movement with a filibustering force from the United States. Indeed, it is reasonable to suppose—a point, however, to which Mr. Thrasher does not refer—that the operations of Walker in Nicaragua must have led the Cubans to regard all such expeditions with feelings of the greatest distrust.

A new quarrel, however, according to Mr. Thrasher, is breeding between the Spanish Government and the Cubans on the subject of the increase of the African population. He pretends that the slave-trade has all along been sustained against the wishes of the Cubans, in which, we suspect, there is just about as much color of truth as is the oft repeated assertion that when the United States were colonies the slave-trade was forced upon them by the mother country against their wishes. He also represents the project now on foot to substitute the importation of apprentices from Africa instead of slaves, as in substance an attempt to leg slize the slave-trade, and as opposed by the Cubans on that ground; whereas, in our opinion, their opposition to it is entirely based on the apprehension that the apprenticeship system, once introduced on a large scale into the island, would lead to great modifications in the slave system, if not to its total abolition. Cubans may deceive themselves and then express, just as our cotton-planters sometimes do, vague apprehensions about the increase of the African population; but with the prospect before them of the labor in Cuba, and with no other ground of complaint against the mother country, except an increase in the number of Africans, whose labor can be availed of by the planters, we do not imagine that any new revolutionary movements are very imminent.—*N. Y. Tribune.*

The weather in the United States has been very severe the present season, and the navigation at some of the principal ports has been very much obstructed by ice. The Delaware river is frozen over, and communication by water is entirely suspended. Some of the papers estimate the loss of trade on account of the obstruction of the navigation at from $80,000 to $100,000 per day.

The harbours of New York and Boston are much obstructed by ice, and vessels attempting to enter are frequently in great danger.—The bark Byron, from Cardenas, for New York; with sugar. was driven ashore on the 16th inst., on the inner middle ground, in the lower Bay, by the ice, and cut through, which caused her to sink. The crew were saved.

COLONIAL MATTERS.

STEAM COMMUNICATION TO BRITISH PROVINCES.—It is evident from indications in the public prints, and from the active spirit of competition in the matter of steam navigation to this hemisphere, that attention has been called to the monopoly of Government aid at present enjoyed by the Cunard steamers. The rival line will be the Canadian steamships which are advertised to sail for Portland and Quebec. The partial success of the interprise of the Canadian Steam packet Co, is giving the proprietors of the Cunard line who have entered the lists with an evident intention of supplanting it, a good deal of trouble; and there can be no doubt that if the Imperial parliament continuance the latter, that the infant enterprise of Canada will have to combat against fearful odds; altho' if the sympathies of the Provincial Government of Canada and the people of that noble Province are enlisted in favor of their own line, the result will be that their perseverance will be crowned with success. The Cunard line was fast becoming a dangerous monopoly, and contrary to the true interests of the British empire in this part of the world, inasmuch as the Government encouragement, and the enormous wealth growing out of the large sums expended for passenger money and freight, would soon have enabled its proprietors to overbear all rival opposition, and after a while even to bid defiance to the Government itself should it indeavour to effect a change; and this was the complexion to which things were arriving when the Canadian Legislature encouraged native enterprise to turn the channel of steam communication hitherto centered at Boston and New York, up the gulf of St. Lawrence to Quebec.

The Montreal Co. have advertised four first class powerful screw steamers between Liverpool and Canada, to touch at Portland, Halifax and Quebec to Portland 8£ per ton, cabin passage to Portland 18 guineas. Consequent upon this intention we presume, the Cunard steamers had previously reduced their freight to 8£ per ton, and yet they had not altered the rate of passage in their mail boats. As significant however of the desperate competition which has been evoked, we find another advertisement from the Cunard Co. of four first class steamships, once a month from Liverpool for Boston and New York, the service to be extended to twice a month when the ships now building are completed; and an intimation is given that as soon as goods are going for Boston and any quantity offer for Portland, these vessels will call there. Now none of these steamers are advertised to touch at Halifax, and it may be presumed, that the terms of the contract imperative that the Cunard Mail Steamers should touch here, that here alone the monopoly will still prevail, and that our trade and passenger transit will as heretofore be subject to all the inconvenience and unfairness which have hitherto characterised the charges of the Cunard line. If it is so however the fault will be our own. We are persuaded that the freight to Halifax and the passengers fare would offer would be an inducement to any steamer to make this a touching port, at least on the outward voyage—and that very little of the former and none of the latter would find their way here by other conveyance, if steam communication were somewhat regular, and the charges moderate. We may express a hope that if its contemplated extension to this port be what it ought to be, a united effort will be made in its favour—If the Cunard steamers despise our commerce, we shall be better served by such enterprise as those which have started the Circassian, or if they think it worth an effort to preserve the benefit they derive from us, competition will prevent the evil of monopoly. —*Halifax Church Times.*

The locomotive ran off the track, a short distance from Schultz's on Saturday evening, the 24th inst., but fortunately without injuring anybody. The accident occurred from a stupid boy, with a sled load of green wood getting on to the track, who, instead of throwing off his load when he found the sled had stuck, commenced untackling his horse, and while doing so the train came down upon him. The horse was literally crumpled up by the Engine, which, though thrown off the track, was not injured.—*Halifax Chron.*

SALE OF SHIPS IN BRITAIN.—The result of last year's business was about as satisfactory as that of 1855. The maintenance of price is stated to be entirely owing to the sedulous arrangements of the trade of the country and the enormous loss in shipping. The number of vessels lost in 1855 on or near the coast of the United Kingdom, amounts to 1,141 sail, making an aggregate of 176,000 tons. The official returns of 1856 have not yet been completed; there is, however, too much reason to believe the destruction will be nearly, if not quite equal to that of 1855. Prices have been pretty firmly maintained in spite of a full supply; the tendency has however been downward. Messrs. Currey & Co., quote the average price for the past year of first class St. John's and other colonial ships at £7 10s to £7 18s of from 1,000 to 1,200 tons; some few superior model and finish from 500 to 750 tons reached, and in a few instances exceeded £8 per ton. Prices and demand of course fluctuated in proportion as the money market rose and fell.

The number of ships on sale at Liverpool now is as follows: 118, equal to 55,488 tons.—This is doubtless a large stock; there are, however, many vessels in the Clyde and other ports from the Colonies than were on the stocks or looked for this time last year.

The number of new Colonial vessels that have arrived in Liverpool and been sold is 91, equal to 62,546, against 102, equal to 70,911 tons in 1855, showing a decrease of 11 ships, or 8365 tons, on the arrivals of last year, and making the average of each vessel 687 tons.

Colonial built ships may just now be quoted as follows: very superior St. John, Miramichi, and Quebec, £7 to £7 5s; ditto A. I. £7 10s. to £8 8s.; ordinary ditto £7 to £7 7s: classing 4 years, £5 5s to £6 6s; inferior, £4 15s to £5.

Prince Edward Island and Nova Scotia in fair demand, say from £6 to £6 10s: the majority are worth £4 to £5 per ton. —*St. John Courier.*

A handsome young bride was observed to be in deep reflection on her wedding-day. One of her bridemaids asked the subject of her meditation.—"I was thinking," she replied, "which of my old beaux I should marry in case I should become a widow."

Charlottetown Markets, Feb. 7,

Beef, (small)	lb. 4d a 7d	Oatmeal,	14d a 2d
Do. by quarter,	4d a 6d	Geese each,	2s 6d a 3s 0d
Pork,	4d a 5d	Fowls,	1s a 1s 6d
Do (small),	6d a 8d	Turkeys each,	4s a 7s 6d
Ham,	6d a 8d	Duck,	1s 2d a 1s 4d
Mutton,	4d a 7d	Eggs dozen	1s 0d a 1s 2d
Veal	3d a 6d	Oats, bush.	1s 10d a 2s 0d
Butter (fresh),	15d a 18d	Barley,	4s 6d a 5s
Do. by Tub,	14d a 1s 3d	Potatoes,	2s 6d a 3s 6d
Tallow,	10d a 1s	Turnips	1s a 1s 3d
Lard,	11d a 1s	Homespun yd.,	3s 6d a 5s
Flour,	3l a 3l4l	Hay, ton,	60s a 65s
Pearl Barley,	3l4 a 3l4	Straw, Cwt.,	1s a 1s 3d

HASZARD'S GAZETTE.

WALKING AND DRIVING.

We have frequently been asked questions relative to the privileges enjoyed by persons sleigh-riding in Charlottetown and vicinity, and as frequently been contradicted after having given our opinion, although such opinion was given in a conciliatory spirit, and for the purpose of establishing any former assertion or attempting to circulate as law what appeared to us should be privilege, restraint, or rule. We now, however, in consequence of an altercation which took place between a sleighing party and some pedestrians in our vicinity, relative to the rights and privileges of both, will give our opinion publicly on this subject. Some persons think that if bells are attached to any part of their horses, they may drive through the streets and squares of our city regardless of foot passengers, and every other obstruction that can be mentioned; that being provided with such a passport, they are free to enter all localities, and, in emulation of the old English mail-coach practice, expect every person and thing to vacate the thoroughfares on the approach of such stately occupants. Not for the information of those who know better, but as a caution to such as are not willing to learn, we would state as our opinion that the merry jingle of sleigh bells is not sufficient to shield the driver from being amenable to the law in case of accident or wanton recklessness. The institution of the compulsory use of bells we take to be intended as a warning as well as a protection to pedestrians; but while it is expected and necessary that persons on foot should move off to the right or left on the approach of a sleigh or carriage, still it should be known that it will not bear him harmless to have bells attached at every point prescribed by law, and then drive down or ride over any reckless person. On the contrary, he will be subject to fine for disorderly driving, and liable to the person injured in damages. We have also been asked if it is necessary for beasts of burthen or teams to be provided with bells when coming to market loaded. The law we understand obliges every person to have one bell at least attached to the sleigh or harness whether the sleigh be loaded or unloaded. But the danger with some is that after they have made their market, and unloaded their teams, they *load* themselves and *go off* through the streets in a very reckless manner without bells, or any other caution; and when they are reported and fined, exclaim against the unnecessary hardship of having to use bells while teaming their produce to market.

For further information on this subject we quote the City Bylaws against disorderly driving, chap. 14, sect. 3, "Every person driving any sleigh, truck, cart, chaise, or other carriage within said City shall drive the same in a *moderate and careful* manner."

Sec. 7. "Every person driving any sled or sleigh on any of the streets or squares shall have at least one good and sufficient bell affixed to the horse."

The penalty is not less than five shillings nor more than twenty for each offence.

By chap. 19, sec. 6, "Every person guilty of riding driving or permitting any horse or beast of burthen, with or without a vehicle, to stand on any of the sidewalks, or who shall fasten any horse or beast of burthen across any sidewalk, shall render themselves liable to a fine not exceeding ten shillings."

By 1 Vic c 14, sect. 8, A. D. 1838, every person in all parts of the Island driving a sleigh or sled must have a bell attached to the harness of the horse, under a penalty of five shillings.

The English, United States, and Colonial mails, were received in town on Wednesday last. Although the news is not of a very important nature, yet our readers will find in our columns interesting extracts from the latest English and American journals. The Courier arrived in town this morning with a Colonial mail, but the papers furnish nothing that would be news to our readers.

To Correspondents.

We have received a firebrand of a communication from New London, bearing the writer's name, in the first part of which it is stated that "meetings have been held, and circulars written, and oral controversy rife as to the question of the Bible and the schools," and that "an attempt has been made to remove the Holy Scriptures from the schools," and further states—"Christian Ministers of Protestant denominations have met and protested against the movement—have spoken out strongly, and have addressed a remonstrance to the Board of school Commissioners—urging them to permit no unhallowed effort to exclude the Divine writings from the educational institution of the Island." Our quotations include all the information contained in the eight pages of our correspondent's letter relative to schools, or to any other question of a local nature. He furnishes no report of the meetings that have been held—does not enclose or give quotations from any of the circulars which he says have been written, furnishes no information regarding the controversy said to be "rife," nor does he definitely tell us by what means an attempt was made to remove the Scriptures from the schools, or whether it was contrary to the law of the land or the rules of the Board of Education to do so, but devotes the remainder of his epistle to the enunciation of charges against a certain religious denomination,—charges which, if published, would be the means of exciting bitterness and illwill in the minds of many who now live in peace and harmony. Indeed, his denunciations are so fierce as almost to border on the ridiculous, and we for some time were inclined to believe that his letter was intended as a pleasant burlesque. But no; this crusader swings his polemical battle-axe with the same determined spirit from the beginning to the close of his communication. We beg to assure our correspondent that whatever action he may be pleased to take in this matter, we will never let our journal be a vehicle for carrying religious strife through this fair Island. Still, we will not close our columns against the discussion of any public question—not even the "Bible as a school book;" provided writers will confine themselves to *facts and arguments*, and cast aside all vindictive personalities and fanatical vapourings. While we are favorable to the establishment of Bible classes in our public schools, we think it the height of folly to attempt to make the reading of a particular version of the Scriptures *compulsory* on every one.

THE RHYMING MACHINE ABROAD.—It will be recollected that our correspondent THE ORGAN MAN after having successfully ground out a fair specimen of machine poetry, offered his apparatus for sale, which we think met with a purchaser in the vicinity of New London, as we have received a rare specimen of poetic composition from that quarter—we suppose from the present proprietor of the machine. It is dated "Margate, New London, 21st Jan. 1857." We think it must have been put twice through the machine, as the same amount of sense or nonsense can be read by beginning at the last line, and reading each preceding one towards the first as by reading it from beginning to end. We are sorry the machine should have fallen into the hands of such an incompetent person, and would suggest the propriety of having a composing machine in connection with it.

☞ We must apologise to our town subscribers for the irregular manner in which their papers were delivered last week. We have had some difficulty in getting a carrier who is well acquainted with the city, and the one we succeeded in engaging—although he *cried* occasionally over his task—did pretty well until last week, when he "went and done it" in the way of matrimony, leaving our subscribers paperless until the day after publication; and even on Thursday he so distracted mind forgot to visit many persons whom we would not willingly disappoint in the receipt of their papers. We trust our subscribers will see that the fault is altogether owing to the bashfulness of our carrier, who, we sincerely hope—now that he has a helpmate to cheer and assist him in his journey through life—will endeavor to prove himself not only a kind and affectionate husband, but also a smart and prompt newspaper carrier.

MECHANICS' INSTITUTE.—On Tuesday evening, 3d, William Murphy, Esq., delivered a very interesting lecture on "The manufacture and illuminating power of Coal Gas," illustrating it by a number of experiments.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—A Lecture will be given, at the Temperance Hall, on the Life and Times of Louis Phillipe, by the Reverend D. Parther, on Thursday evening at 8 o'clock. A collection will be taken up.

A public meeting of Protestants will be held on Friday the 13th inst., at the Temperance Hall, at 8 o'clock, to take into consideration the introduction of the Scriptures into the Public Schools.

Royal Agricultural Society's Committee Meeting, 7th February. 1857.

PRESENT:—Henry Longworth, Esq., President; Hon. Mr. Cundall, Peters, Daniel Hodgson, Bedeque; Hon. Thomas Pethick, Esq., Hon. Mr. Warburton, Charles Haszard, Esq.

Ordered, That the Annual Grain Show be held on the first Wednesday in March as usual, and that the Prizes be the same as offered last year. Samples of Grain intended for competition sent by parties residing at a distance, will be received and taken care of by the Secretary, at any time prior to the Show.

On motion, that it would be advisable to import a Clydesdale Stallion from Scotland as early in the Spring as possible, it was

Resolved, That the Secretary write to Mr. Dick, Professor of Veterinary Surgery, in Edinburgh, and request him to purchase a Clydesdale Stallion, rising three years old, the price not to exceed L100 stg., and that Mr. Dick be directed to correspond with the Society's Agent in Liverpool, relative to the purchase and shipment of the Horse.

Ordered, That the Secretary advertize and state, that parties wishing to purchase Short Horn Bull Calves, (the progeny of the imported Durham Bull 'Prince Edward,') must make early application at this office, and that a portion of the purchase money will be paid by the Society. By order,

WM. W. IRVING,
Committee Room. Sec'y & Treasurer R. A. Society.

Married.

On the 16th ult., at St. Eleanor's, by the Rev. J. H. Read, B. D., Mr Henry Arsneaux, Lot 16, to Miss Mary M'Quarrie, Lot 22.

On the 20th ult., by the same, Mr. Malcolm McDonald, Lot 19, to Miss Isabella Pickets, Lot 25.

At Providence Chapel, George-street, on the 5th inst., by the Rev. Charles Yeo Burnett, Mr. Joseph Warren, to Miss Sarah Ann Scott, both of Lot 32, North River.

On the 5th ult., by the Rev. C. Lloyd, Mr. William Crab, jr., of this city, to Miss Catharine Matthews, of Montague, Lot 31.

On the 7th inst. by the Rev. J. McMurray, Mr. David Woolridge, to Miss Harriet Brown, both of Lot 34.

At the Rooms, Temperance Hall, on the 8th inst., by the Rev. C. I. Burnett, Mr. JOHN HATCH, to Miss Mary Farrel, both of Charlottetown.

Birth.

This morning, the Lady of the Hon. George Coles, of a Son.

Died,

At Jessies Grove, Three Rivers, on Monday the 31st January, Alexander Macdonald, Esq., aged 80 years. The deceased was highly respected and esteemed by all who knew him, both old and young. He emigrated to this Island in the year 1805.

Ship News.

ANOTHER DREADFUL SHIPWRECK.—The ship *Lord Ashburton*, Captain Edward Clery, from Tonkin, France, bound to St. John, N. B., in ballast, went ashore at North Head, Grand Manan, in the gale, on Monday morning, 19th inst. at 2 o'clock, and in a few hours was all to pieces. The crew, and the wreck scattered along the island, for the distance of three or four miles. She had on board, at the time of the disaster, a crew of nine officers and twenty men, only eight of whom were saved, and they were badly frozen, with the exception of one, a native of P. E. Island, named John M'Innis. All the officers were lost. Seventeen bodies had washed ashore, at the last accounts, but in a mutilated condition that none could recognize the captain, carpenter and steward, could be identified. The carpenter belonged to Portland, Me., name not known.

CAPE CANSO, Jan. 14.—Schr. Prompt, of Rustico, P. E. Island, wintering here.

HALIFAX, N. S., Jan. 31.—Brigt. Belinda, from P. E. Island for Liverpool, G. B., with a cargo of deals and oats, leaking, pumps choked, with other damage, put into Liverpool, N. S., 23d inst. The captain says he saw, on the 12th inst., apparently a large ship, with masts standing, on the east end of Sable Island.

Schr. Barbara Ann, Webster, of P. E. Island, from Boston for Newfoundland, was totally lost in a gale, 19th inst., at Spry Harbour. The captain and crew arrived in Halifax on Tuesday. Two of the crew are severely frozen.

A HISTORY OF P. E. ISLAND,

From its discovery in 1497 down to the present time.

THE UNDERSIGNED HAVING undertaken the compilation of a work to bear the above title, embracing the period from the discovery of the Island to the forthcoming Summer, in Four Numbers, each Number to contain at least 50 pages 12mo. Price, One Shilling.

1. Discovery of P. E. Island; early settlements by the French; an account of the Aborigines; acquisition, disposal of and settlement by the English; and a physical account of.

2. Emigration to; with an account of the Land Question.

3. Political and statistical. Part 1st. Chronological.

All persons interested in so necessary a work, and who can furnish me with any useful information on the above subjects, will receive my best thanks.

THOMAS KIRWAN.

Ch. Town, Feb. 11, 1857.—All papers every 2d week.

GRAIN SHOW.

THE ANNUAL SHOW OF GRAIN, under the direction of the Committee of the Royal Agricultural Society, will be held in the TEMPERANCE HALL, in Charlottetown, on Wednesday the 4th MARCH, 1857, when the following premiums will be awarded—

Immediately after the Grain Show the Annual General Meeting of the Society will take place, at which the Report and an abstract of the accounts for the present year will be read.

PREMIUMS.

For the best Wheat - - -	L1	10	0
second best - - -	1	0	0
best two-rowed Barley - -	1	10	0
second do - - -	1	0	0
best four-rowed Barley - -	1	10	0
second do - - -	1	0	0
best Black Oats - - -	1	10	0
second do - - -	1	0	0
best sample Red Clover Seed, not less than 50lbs. - - -	1	10	0
second do - - -	1	0	0

REGULATIONS.

The Grain and Clover Seed to be the growth of the Island in the year 1856.

Each sack of Grain must contain not less than three bushels. No prize will be awarded without competition of 3 samples each, of first and second quality.

Competitors must be members of the Society.

The Prize Grain will be set up and sold for the benefit of the Exhibitors immediately after the decision of the Judges.

Grain intended for competition and sent by parties residing at a distance from Charlottetown, will be received and taken care of by the Secretary at any time prior to the Show.

By order,

WM. IRVING,
Secretary R. A. Society.

Committee Room, Feb. 11, 1857.

FROM A NUMBER OF CERTIFICATES which have been received from time to time, testifying to the efficacy of "Skinner's Vegetable Stomachic Pills and Stomach Renovator," the following is selected for public information.

M. W. SKINNER.

To Mr. M. W. Skinner, Apothecary.

DEAR SIR,—I had been ailing for upwards of two years from some complaint of the stomach I tried several remedies, but all to no purpose. My complaint seemed to gain ground for three or four times daily I was compelled to leave off work, and lay down from excess of pain in my stomach. When in Town, one day, I made my condition known to you (although almost in agony at the time) you told me you would give me a box of Vegetable Stomachic Pills, also a bottle of your Stomach Renovator, or Appetite Drops, *prepared by yourself*; and, as a proof that I have been made well, I have been, I thinc, it is not only necessary, but an act of justice, to make known where so efficacious a remedy for stomach complaints may be had, and as many persons may be suffering as I have been, I think