THE BEST TIME FOR CUTTING TIMBER, &c.

Experience has proved that trees for timber, if cut at one season of the year, are far more durable than cut at another. Various reasons have been suggested why this is so, and is not yet perhaps fully determined; still as the time pointed as the best for durability is during the autumn, it is generally supposed that this property is modified by the amount of sap in the trunk and the maturity of the wood itself. In the spring, or at any earlier period of it, the trunk of most trees is pressed with the ascending sap. The leaves as yet are still folded in the bud, and the surfaces for exhalation are only sufficient to carry off very slowly the watery part of the sap. Even after the leaves have expanded, or until mid summer, the tree abounds in juices. When however, the dry and sultry summer has arrived, and the new wood and buds have been matured and formed, the watery part of the sap is mostly exhaled, and probably, too, the circulation is less active as the leaves become sere.

It is stated by Mr. Emerson, author of the valuable report on the trees and shrubs of Massachusetts, that the soft maple cut in September, is three times more lasting than ash or walnut cut in the winter; and from numerous enquiries which he has made in some quarters, and from information obtained from reliable sources, it seems he has established the fact that autumn is the time for cutting timber. When it is determined to cut timber; it is of considerable importance to strip off the bark in the spring that the body of the tree may dry during summer. When, however, it is an object to reproduce a forest from the remaining stumps, then winter, or the very first of spring, is much more favourable to the growth of sprouts.

There are, then, two seasons for cutting wood; if it is expected to last, it must be cut the last of summer, or during the early part of autumn; if it is wished to clothe the surface with a new growth of treess, the cutting must be made late in winter.

It is, however, possible to modify these arrangements; if, for example, the wood is designed for timber, it is deprived of its bark in the spring, it may be allowed to stand and season till winter arrives, which is a period when farmers have less to do than in summer or autumn.

In seasoning, wood retains an amount of water which may be regarded as its constitutional supply. This constitutional water is very important; for upon its presence some of the most valuable properties of the wood depend. I refer to elasticity and strength. If wood for example, is dried in a water bath at 212 deg., till it comes to lose weight, its elasticity and strength is very much diminished. Hickory, when dried in this way, becomes as brittle as pine. In ordinary seasoning, or in steaming, I believe the strength of wood it not diminished. This observation may not be of much practical importance, as this last plan of seasoning is but rarely followed. The amount of water varies, as will be observed, in different species of trees, as well as in herbaceous plants.

In another point of view the amount of water is important to be known, for the difference between taking green and dry wood to market, as well as consuming, is very great; and so, also, as ample experience proves, there is a material difference in burning green or dry wood. The quantity of water varies from 20 to 50 per cent and probably the average amount will not differ from 35 to 40 per cent. This water is not only of no use to the fire-wood, but it is prejudicial, as it must be dissipated by heat, in which act, heat or caloric becomes latent or lost, especially if the wood is consumed upon a hearth or in a stove.

In addition to the effect of water diminishing the combustibility of wood, the alkalies have also considerable influence of this kind. Elm, which is potash wood, burns with much less freedom than hickory, which contains much lime.

It is, however, possible that the size of the pores are large and numerous, from which the watery sap continually oozes.

Mr. Painter writes:—'During an experience of more than forty years as a plain practical farmer, I have taken much interest in ascertaining the best season for felling timber, each, as all kinds of oak, chesnut, red hickory, and walnut, cut from the middle of July to the last of August, will last more than twice as long as when cut in winter, or common barking time in spring.

'For instance:—cut a sapling, say five or six inches in diameter, for a lever, in the month of August, and another of similar quality and size in winter or spring, I know, if the first is stripped of its bark (which at that time runs well,) it will raise a lever twice the weight that can be raised by the latter.

'Another great advantage to be derived from felling timber in the last running of the sap (the time above specified,) is, that it is neither subject to dry rot or injury by worms; white oak, cut at this season, if kept off the ground, will season through two feet in diameter, and remain perfectly sound many years; whereas, if cut in winter or spring, it will be perfectly sap rotten in less than two years.

'For ship-building and other purposes where great expense is incurred in construction, the immense advantage of preparing timber at the proper season must be evident to all.

'I have no doubt, a ship built of timber cut between the middle of July and the last of August, would last nearly twice as long as one built of timber cut at the unsal time, and would bear infinitely more hard usage, as the timber seasons more perfectly, and is far harder.

'A few years since, one of the large government ships, built in Philadelphia, of the very best materials, but several years in construction when ordered to be finished and launched, was found upon inspection to be entirely worthless in many of her timbers (though kept under cover) from dry-rot.

'In all my building for many years past, with large timbers of white and other oak, this has never occurred, nor are they subject to be worm eaten.

'Even fire-wood cut at the proper season, is worth from 30 to 50 per cent more than when cut in the spring or winter.

If the above facts are considered of any value, please make use of them, and if those learned in such matters can assign any plausible reason for them, the theory may be of value to others as well as thy friend.

AN ACCOMODATING EDITOR.—There being a scarcity of harvest hands in Frederick county, Md., the editor of the Catoctin Whig is disposed to aid in making up the deficiency, and therefore announces that he will suspend his paper next week, in order to allow all hands in his employ to go out harvesting. In the meantime, the editor adds, that his exchange papers will be at the command of any of his subscribers who may be disposed to call and take away the same.—*Boston Chronicle.*

From the San Francisco Transcript. June 14.

THE JAPANESE STRANGER.

A few days ago we made allusion to the rescue of a person from a strange wreck, fallen in with by the Emma Packer from Tahiti to this port. It seems that the stranger turns out to be a Japanese. On the arrival of the Emma Packer, collector Saunders when informed by Lieutenant Pease that the stranger was a Japanese, directed that the man be placed in the care of the officers of the Argus. Fortunately the cook of the cutter happens to be a Japanese—one of those rescued from shipwreck some time since—and Lieutenant P. was thus afforded the means of immediately solving the mystery. One of the seamen on board the cutter whose name is Thomas Troy, also understands some parts of the Japanese language, and between the two, the following history was made out:

The Japanese Junk *Ya-tha-ma-roo* with a crew of thirteen persons, left Matsmay, a port in the southern part of the Island of Yesso, on the 1st day of the 9th moon (September) 1852 bound for the city of N-heengan-tha, a port of the west coast of the Island of Niphon, in the sea of Japan, distant from Matsmay one hundred and fifty Japan, or a little more than three hundred English miles. The Junk was loaded with one hundred and twenty thousand salted Salmon, and had but a small quantity of rice on board. They had three tanks of water, two of which were stowed aft, one on each side of the helm, and the other forward on the deck.

They had three days of fine weather after leaving port, during which time they were carried through the straits and into the sea of Japan. On the fourth day the wind died away, and in the afternoon about four o'clock, a strong Northwest gale came on and drove them back through the straits of Matsmay. The wind and rain increased and a heavy sea running carried away the rudder, fractured the stern, and washed away the two water tanks aft. At this time they were still in sight of land, and the sailors insisted on taking the boat to attempt to make it, but the owner, who was on board, offered the men forty dollars each to stay by the vessel, and they agreed to do so. On the fifth day land was out of sight and the crew then gave up to despair. Observing some thick clouds on the horizon which they mistook for land, they lowered a boat and got what they could into it—baskets of clothing, chests, all the rice they had, and some water. After pulling about a mile in the direction of the clouds, they found the sea was too rough, and they were obliged to return. They reached the vessel and got on board, but could not get the heavy articles up. The boat knocked against the vessel and shortly went to pieces.

On the eighth day, the vessel rolled so heavily they were obliged to cut the mast away.

On the 9th day their rice was exhausted, and it was found that the remaining water tank, which had been stowed a year, contained but little water, having become worm eaten. They were now without provisions except the salt fish, and had but a small supply of water. The latter they continued to serve out very sparingly while it lasted, and they now began to have recourse to their salted salmon.

On the 20th of October the first death occurred. They dressed the deceased in his best clothes, attached his purse of money around his neck sewed him up in a mat, and launched him into the deep. On the 28th of 12th moon, the next death occurred, and the corpse was disposed of in like manner. On the 16th of the first moon, (sometime in January, 1853,) the owner of the vessel and cargo died. He was the owner of three other vessels all trading to Matsmay. The fourth man died on the 2nd day of the 2nd moon; the fifth man on the 12th day of the same moon; the sixth on the 14th, and on the 20th, the captain died. On the 8th and 12th of the 3rd moon, two others died, and on the 8th of the 4th moon, the tenth man died. From this date until the 10th of the 11th moon, there were no more deaths.—At the latter date, the 11th man died, and was followed, on the 11th of the 12th moon, by the 12th man, thus leaving only one survivor. The latter now gave over all hope, and spent his time mainly in crying and praying, until he was nearly exhausted. His throat and mouth were so much swollen, from the use of salt fish, that he had at last become unable to swallow. Meanwhile, the only water left him was rain water, or such as himself and companions had been able to obtain by distillation, by means of cooking utensils.—On the 11th day of the 4th moon, he contrived to spear a dolphin and get it on board but when he had cooked a portion, he found his throat in such a condition that he could not swallow. On the 17th day of the 4th moon, he lay down forward to sleep, in a most miserable situation, and impressed with the opinion that he could not survive more than three days. When aroused, he was surprised to see strange people around him, who soon placed him in a boat, and conveyed him to a strange vessel.

From the foregoing account it will be seen by this that the disabled vessel must have been floating about at the mercy of the wind and waves for more than nine months, during which long period those of the crew that survived had little else of sustenance than salt fish, and the poor excuse for water afforded in the manner described. The last man that died was in the hold of the vessel at the time of his death, and the sole surviver was too much reduced in strength to get him overboard.

The name of the rescued man is De-yee-no-kee. He was clerk to the owner.

Dee-yee-no-kee, since meeting with his countryman on board the Argus, has acquired a confidence that he did not before possess, having at first regarded his rescuers with suspicion. On the trip to Benicia, he seemed much astonished at the movement of the steamer, and could not conceive by what power the vessel was propelled. He at present seems very grateful to those who have befriended him: and is sorry that it is not in his power to recompense them for their kindness. On meeting with his countryman on board the Argus, there was mutual astonishment expressed by the two parties, though the cook showed the stranger much deference, the latter belonging to higher class of society than the other. The latter fact was shown in their manner of bowing. In performing this ceremony, the ends of a girdle which they wear must touch the ground. The cook, belonging to the lower million, wore a very short girdle, and consequently had to bow very low. The clerk, belonging somewhere in the vicinity of Upper-ten-dom, wore a long girdle, so that a gentle inclination only was necessary.

Some curious articles were brought on board the the Emma Packer from the wreck of the Junk, and are now in possession of the commander of the Argus—Lt. Pease designs sending some of these to the World's Fair at New York for exhibition. Perhaps the most curious are three pieces of coin, copper, silver and gold. The copper coin is nearly eliptical, two and a half inches in breadth. There is a small oblong hole perforating the centre. The piece on both sides bears curious devices, somewhat resembling Chinese characters. The silver coin is oblong, one inch by three-quarters of an inch, and is in value one third of a dollar. It bears characters resembling the former, as does also the gold coin, which is half an inch long by a quarter of an inch wide, and represents the value of one dollar.

A piece of board, resembling white pine, ten inches long by about three wide, bears characters on one side which denote the name of the Junk, and on the other that of the owner. To an outside barbarian, these characters would readily be taken for Chinese, but we are informed that they are a sealed book to the Celestials.

A beautiful crape scarf is among the collection. The fabric is very fine and soft, and the colors, which are printed, are red and light orange, the latter being the ground. The device appears to have been intended for leaves and flowers. The scarf is eight yards in length by fifteen inches in breadth. A child's cap of the same material accompanies the foregoing.

A very neat ship's compass is among the curiosities. This is an exceedingly delicate instrument, and being contained in a solid box, the wonder is how it could be used in a rough sea. It is not divided like the ordinary compaass, but has twenty four subdivisions only. Twelve of these are marked on the margin of the circle with characters which appear to be alphabetical. The points are named after certain animals, such as rat, dog, goat, &c.

The ship's log is a stupendous affair, and may be measured by the yard. The characters are large, and are painted on government stamped paper of the texture and appearance of tea paper. There are several drawings or rather tracings, very neatly executed and quite superior to anything of the kind we have met with of Chinese origin. One represents the Empress of Japan attended by her maidens, and another, the Japanese deity with three heads and six horns, one of the feet of the idol resisting on the neck of a furious looking bear. Still another represents an austere looking persons, who is said to be the Superintendent of the Public Instruction.

VARIETIES.

The Japanese have a confused idea of carts, carriages, and other vehicular arrangements. A friend of ours lent one the other day a wheelbarrow, to carry home his luggage. He did it in the following manner: he lashed his trunk to the handles, the bundles to the wheel, and then shouldered the whole superstructure. The last we saw of him he was going up Water street, wondering what the deuce people could find about him to laugh at.—*Albany Dutchman.*

HORRIBLE DEVELOPEMENTS.—A most terrible circumstance has been recently brought to light in Cincinnati.

A few days since a stranger arrived in this city and took lodgings at the William Tell, a well known restaurant on Fifth st. kept by a man of the name Diserns. During the night the cook of the establishment, either from imaginary offence or from the hope of lucre, procured a hatchet and going to where the stranger was lying, struck him a blow with the sharp edge across the neck nearly dissevering the head from the body.—Horrified with what he had done, and not knowing how to conceal from the world the knowledge of this bloody act, he hit upon the expedient of cutting the body up into pieces and dreadful to relate, actually made soup of the fragments which was, served up to the customers. The cook as yet has not been arrested.

NATURE OF THE HAIR.—An examina ion of the structure of the hair shews that the difference of colour is entirely owing to the tinct of the fluid which fills the hollow tube in each hair. This tinct or pigment shews through the cortical substance in the same manner that it does through the epidermis of a negro. Hair is, in fact, but a modification of the skin, The same might be said of feathers, horns, and scales. Not improbably, the distinguished lady now honouring these pages with her attention, will be shocked at hearing that her satin-soft shoulder is almost chemically indentical with the plated and roughened mail of the crocodile; and she will hardly, perhaps, believe us when we inform her, that her bird when he rights some erring feather with his beak, is acting with the same chemically-composed instrument upon the same chemically-composed material as madomoiselle does when she disentangles with a comb her charming mistresses softly flowing tresses. The fond lover again, as he kisses some treasured lock, will doubtless be disgusted when we tell him, that, apart from the sentiment, he might as well impress his fervent lips upon a pig's petitoe, or even upon the famous Knob Kerry, made out of the horn of a rhinoceros, carried by the king of hunters, Mr. Roualleyn Gordon Cumming.—*Quarterly Review.*

DISTINGUISHED ARRIVALS.—The *State of Maine* thus announces the arrival at Portland of the following distinguished persons:

Robert Stephenson, M.P., he most eminent Engineer of his time, he (!) arrived yesterday from Boston, and has taken lodgings at Mrs. Jones'.

In company with Mr. Stephenson, in addition to Mr. Jackson, and Hon. John Ross, before spoken of, are Mr. Betts, partner of Mr. Jackson, in the distinguished firm of Jackson, Peto, Brassey and Betts; Mr. Bidder, Superintendent of the Grand Trunk Railway; Mr. Roney, the Secretary, and Mr. A. M. Ross, Chief Engineer.

Mr. Jackson is accompanied by his wife, and son, Mr. Thomas Jackson.

Among other objects in view, was an examination of Portland Harbor, as a suitable port for a steamship terminus.

Mr. Stephenson is to arrange the plans for the Bridge across the St. Lawrence at Montreal, for the Grand Trunk Railway Company; and at St. John City, for the European and North American Railway Company; and will probably remain a month or more in the country. Mr. Jackson and Mr. Betts will remain till Autumn, in arranging the plans for their vast contracts in America, from Toronto to Halifax.

The emperor of Russia has entered upon his 58th year.

DISCOVERY OF MARBLE.—We had the pleasure, this week, of examining some specimens of Marble recently discovered in the vicinity of the Bras D'Or Lake, and brought to town by a person from Whycocomah, in the Island of Cape Breton. The specimens alluded to, which have been polished at the shop of Messrs. Adams & Drake, in the City, present a handsome surface, and bear a favorable comparison with American Marble, and what is still more gratifying, we learn that the article may be obtained in great abundance on the Bras D'Or. We trust that this newly discovered production of the Island will prove an important and valuable article of export, as well as of home consumption, to the people of Cape Breton.—*Presbyterian Witness.*

FROM BRITISH GUIANA.—Advices received at Boston from Georgetown, British Guiana, report that there was considerable dissatisfaction at the result of the importation of Chinese Coolies, who were very troublesome. The barque Appollone had arrived from Calcutta with 190 Coolies, and 400 more had been contracted for, and were expected to arrive. They were said to be the offscouring of the Chinese nation.

HASZARD'S GAZETTE

Wednesday, August 17, 1853.

There is a long article in the last *Royal Gazette*, headed "The return for the First District of Queen's County," in which, the Editor after stating, that he had been led by a sense of duty to animadvert on the conduct of the High Sheriff of this County for extra official proceedings, in opening what he styled a court at Wheatly River, proceeds to attack the return to the Writ of Election made by the same officer. Whatever of importance the writer may attach to his strictures, Mr. Binns, will, we think, pay little or no attention to them. Not that as a public servant he should be callous to public opinion, but because these opinions or animadversions—call them what you will—are the production of a mind totally incompetent to form a proper judgment of the correctness or incorrectness of his conduct. We are not going to follow the writer throughout the whole of his false statements and conclusions, but, by showing how misinformed he is with regard to one section of the law, leave our readers to draw their own conclusions, as to the credit to be given to his versions of the remainder. He says, "on whom let us ask rests the *onus probandi* in cases of scrutiny? Who ought to have brought forward the proof?" The questions are very fair ones for a man ignorant of the law to put, but not so easy for the same personage to answer, as will appear from the reply given to them by the Editor of the *Royal Gazette* himself. "Certainly not Mr. Coles," he triumphantly exclaims. Never was a man more thoroughly ignorant of a subject of which he holds himself out as an instructor to others, less learned than himself. In the first place, he asserts, that "the law does not say that it—the *onus probandi*—rests with the party in whose favor the objected votes were given, but common sense and the practice in analagous cases clearly point out that it is the duty of a man objecting to a thing to prove his objection valid and good." Both parts of this assertion are false. The law *does* say that the person in whose favor the votes are given, shall, when they are objected to, prove them to be good, and for this purpose it requires the person demanding the scrutiny to enter into a bond to the rival candidate, conditioned to pay the expenses of proving such votes to be good, and directs the costs of such proof to be taxed, either by the judges of the Supreme Court or Commissioners of Small Debts. Common sense says that no one shall be called upon to prove a negative, and that the *onus probandi* lies on him who make an affirmative, and is to benefit by it. The vote is objected to by Mr. Beer, it is a good vote says Mr. Coles, and if upon the scrutiny Mr. Beer still continues to object, Mr. Coles must prove it to be a good vote, if he succeeds, Mr. Beer must pay the expence that Mr. Coles has been put to in proving it good, if it is not proved to be a good vote Mr. Coles loses the benefit of the the vote and pays his own costs. As to the practice in analogous cases it is decidedly the very reverse of that stated by the Editor of the *Royal Gazette*, for it is asserted, and by high authority,* that the title to the estate on which the party claims to vote "must be proved at the scrutiny with the same accuracy as on a trial for ejectment in a court of law." But we will neither waste our own time nor that of the reader, by any further attempt to shew how thoroughly ignorant the writer of the article in question is of the scope and intention of the Election Law, and shall content ourselves with pointing out only one other misrepresentation. It is stated "that this is altogether a most extraordinary and unprecedented return." That it is, in the legal sense of the word, extraordinary inasmuch as it is not the ordinary return to a writ of election, we freely admit; but that it is unprecedented we peremptorily deny, and that the journals of the House of Assembly of P. E. Island will fully bear us out in the denial—no one knows, or ought to know, better than he who made the *extraordinary untrue* assertion.

*Haywood's Burroughs 305.

BURKE'S STEAM FERRY BOAT.

This is an excellent little vessel, and when the proper docks are constructed on each side, will be all but equal to a bridge over the river. It reflects high credit on the spirited proprietor who has embarked his capital in this so highly useful, nay, indispensable undertaking, one that will be sure to remunerate him largely in the long run. Nor is less praise due to the engineer, Mr. Wm. Manderson, who fitted the machinery on its arrival from England, and to his son who superintends it. She crosses the river in from four to six or seven minutes, according to tide and wind being for or against her. The cylinder of the engine which is a low pressure one, is 22 inches in diameter with a 21 inch stroke of the piston. The present boat is but a mere moving continuation of the highway, and like it, has no covering save the canopy of heaven. We think that when a larger one, which in the course of a year or two will be absolutely requisite, if not so already, is built, it will be Mr. Burke's interest to have some place which may afford shelter from a passing shower to the seekers of pleasure, who will have recourse to the Boat in greater numbers every succeeding season.

On passing Mr. Neil Rankin's store a week or two since, the attention of the writer was directed to two fine cloth coats, paletots, we believe, they are termed, one grey and the other black, at the respective prices of 30s. and 37s. 6d. currency. The fineness of the fabric, the superiority of the workmanship and the reasonableness of the price were at once acknowledged; but not being in want of the article we were about to depart, when we were detained by Mr. Rankin for the purpose of informing us that the articles in question were made up by resident tailors from materials imported by him from Britain, and a master tailor who was standing by, gave us to understand, that he could make better wages at that sort of work than by the common run of his customers. This is as it should be, and we trust that Mr. Rankin and the persons he employs will both have plenty of custom. Free trade and a right use of it, will soon enable the country which adopts it to make the surest progress, and cause its resources whether internal or external to be developed to their utmost extent.

Correspondence of Haszard's Gazette.

CASCUMPEC, August 8th, 1853.

A SAD ACCIDENT.—Occurred in our vicinity on Tuesday the 2d inst. As Mr. L'Aimable Arseneaux aged about 35 was returning home from a fishing voyage, by the way of Neale Pond shore, he was violently thrown from the cart in consequence of the wheel getting into a hole, and fell upon his head, while in a state of insensibility the wheel passed over his shoulder and breast. Notwithstanding that he was taken up immediately he manifested no signs of consciousness for nearly four hours. The shock however proved fatal for he died in the course of the next evening. Thus has been cut off in the prime of life a young man full of hope and vigour, is not this a warning to us. "Be ye also ready for ye know not at what hour the Son of Man cometh!"

DEATH OF THE REV. MATHEURIN DABARUEL, C. C., OF CHARLOTTETOWN.—The deceased was a native of St. Brieux, Bretagne, the son of an officer in the French service, who fell in the field of battle, while the subject of this notice was but a boy. He was an only child, and left solely under the guardianship of his mother, who, although possessed of but scanty means, gave him an education suitable for some of the learned pursuits. His attention was early directed to the medical profession, and he spent some time in pursuing the studies necessary for acquiring a knowledge of medicine, but subsequently abandoned the pursuit, and commenced his theological career, by an assiduous application to which, he was in early life sent upon the sacred mission. He left France in 1847, and arrived at Saint Pierre (French St. Peter's), in the same year, where he spent some time. Close application to the duties of his sacred calling, together with a deep rooted disease—tubercles upon the lungs—so much impaired his health that it was found necessary to remove him to a more genial situation. He arrived in this Island in 1849, and commenced his labours of coadjutor in 1850. He died on Saturday, the 13th instant, aged 44 years. His remains were laid out in the Parish Chapel early this morning, and after the Mass usually solemnized upon such occasions, his body was committed to a sepulchre prepared to receive it, in the centre aisle of the Church. The obsequies were attended by the Lord Bishop, the Right Rev. Dr. M'Donald—a great number of the French inhabitants of the Island, and the inhabitants of the town and neighborhood.—*R Gaz.*

The American Schooner *Star Light*, detained by H. M. S. Devastation, has, we understand, been released upon payment of Costs. We confess we are at a loss to understand this. If the Star Light was found infringing upon the provisions of the Treaty, she ought to have been condemned; if she was not, or if the Court had no jurisdiction, as is said, she ought to have been liberated and without costs. We account the consent of the master of the Star Light to pay these costs as nothing. When in the grasp of the lion we think ourselves fortunate if we get off, even with the loss of some blood, provided life and limb escape.

NEW PUBLICATIONS.—The *Wesimister Review* for July has been received from the New York Publishers, Messrs. Leonard Scott and Company. It contains a well-written article on the Life of John Knox, followed by another on Over-Legislation. The other articles are—Pedigree and Heraldry; Sects and Secular Education; Young Criminals; the Life of Moore; India and its Fsnance; Balzac and his Writings; the Turkish Empire; Contemporary Literature of England; also, Centemprary Literatuee of America, of Germany, and of France. The articles in this No. are all ably written, and some of them, owing to passing events, will attract more than ordinary interest.

THE ENGLISH MAIL arrived at Halifax on Tuesday evening so that we may look for it here by one o'clock lo-morrow.

Port of Charlottetown.

ARRIVED.

Aug. 13, Steamer Fairy Queen, Pictou.—Unicorn, Mutch, Newfld.; goods.

14th, Dove, Robertson, Pictou, coal. Trial, do. do.—Mayflower, Purdie, do.; stone.

15th, Saxa Gotha, Webster, Shediac; deal.

16th, Wasp Lang, North Cape; deal.—Marie, Reformuste, Quebec; flour & salt.

17th, Steamer Fairy Queen, Bedeque and Shediac.—William Nelson, Bay Verte lumber.—Neptune, Shediac; deal.

SAILED,

Aug 15, H. M. Steamer Devastation, on a cruise.—Steamer Fairy Queen, Bedeque and Shediac.—Schr. Grafton, Liverpool, G. B.—Sea, McMullin, do.; timber and deal.—American Schr. Star Light released.—Vine, Campbell, Miramichi.—Brigt. Diana, Crapaud to finish loading.

The Schooner Maria, Reformuste, reports the Schr. Spray hence to the Fishery ashore and wrecked at the West Point.

Passengers,

In the Steamer *Fairy Queen* this morning—Mrs. McPhale, W. H. Perly and Son; Messrs. McAulay, Hutchinson, A. Ginrin, G. Moore, W. Arshatt; Dr. Bell, Mrs. and Miss Bell, Mrs. Beane, Commissary Drake and Lady, J. Johnston, H. McDonald, Rev. Mr. Perry; Messrs. Ritche, Burris, Morris,—18 in the steerage and 4 Indians.

Charlottetown Markets, Aug. 13.

Beef, (small) lb.	4d a 6d	Lard,	8d
Do., by quarter.	4d a 5d	Tallow,	9d a 10d
Pork,	none	Wool,	1s 3d a 1s 6d
Do., (small)	5d a 7d	Homespun, yd.	3s 6d a 5s
Mutton, per lb.	3d a 5d	Flour, per lb.	2d
Lamb, per lb.	3d a 5d	Oatmeal, per lb.	1½d
Veal, per lb.,	2d a 4d	Barley, bushel,	2s 9d 3s 3d
Ham, per lb.,	6d a 7d	Oats,	2sd a 2s 3
Codfish, per qtl.,	12s a 15s	Pearl Barley, per lb.	1½d
Turkeys,	4s a 5s	New Potatoes, bush.	3s a 4s
Fowls,	1s a 1s 3d	Carrots, per bunch.	2d
Ducks, each,	1s 3d	Green Peas, per qrt.	6d
Turnips per bunch	2d a 3d	Cherries, do.	2d a 4d
Eggs, per dozen,	6d a 7d	Currants do.	2½d a 3d
Cheese,	3d a 7d	Hay, per ton,	70s a 80s
Butter, (fresh)	10d a 1s	Straw, per cwt.	1s 6 a 1s 9d
Do., (by the tub)	8d a 10	Chickens, pair	1s a 1s 4d

FOUND

A FEW days since, *A ROAD ORDER, FOR ONE POUND SIXTEEN SHILLINGS*, drawn by THOMAS RUGGLES. The owner can have the same by proving ownership. Apply at this Office.

Aug. 15.

DIOCESAN SOCIETY.

A SERMON in aid of the FUNDS of the above SOCIETY will be preached D. V. at *St. Paul's Church* on *SUNDAY* morning, the 21st instant, by the REV. C. LLOYD, Ecclesiastical Commissary.

Sons of Temperance PIC-NIC!

AT *MOUNT STEWART*, on THURSDAY the 18th instant, per Steamer *ARETHUSA*. Tickets to be had at the Store of Mr. J. W. MORRISON.

☞ The Steamer will leave the Queen's Wharf at 9 o'clock, a. m.

Charlottetown, August 16th, 1853.

Charlottetown Races for 1853!

THE RACES will take place on the usual course, *Saint Peter's Road*, on the 26th and 27th days of SEPTEMBER.

A SECOND MEETING of Subscribers and friends to the *CHARLOTTETOWN RACES*, will take place at the *Globe Hotel* on MONDAY evening the 23rd inst., at 8 o'clock precisely, for the purpose of choosing Stewards and transacting other necessary business connected therewith.

N. B. Gentlemen favourable to the Races will find the list opened for Subscriptions thereto, at the Store of the Royal Agricultural Society, at the Victoria Hotel, the Globe Hotel, and at the Drug Stores of W. R. WATSON and JAMES GILLIGAN.

15th August, 1853. (All the Papers.)