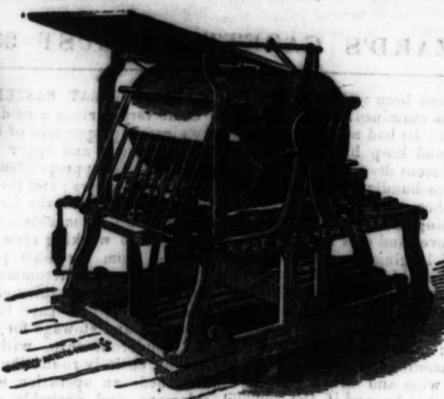


# HASZARD'S

FARMERS' COMMERCIAL PUBLISHED ON EVERY



# GAZETTE

JOURNAL & ADVERTISER. WEDNESDAY & SATURDAY.

Established 1823.

Charlottetown, P. E. Island, Saturday, August 30, 1856.

New Series, No. 372.

**HASZARD'S GAZETTE**  
Published by Geo. T. Haszard  
Queen Square,  
Is issued twice a week, at 15s. per year.  
AND CONTAINS,  
THE LATEST NEWS, AT HOME & ABROAD.

**JOHN HARPER,**  
Auctioneer and Commission Merchant,  
(Queen-St., in Mr. Desbrisay's Buildings.)  
Solicits the patronage of the public, and will endeavor to merit the confidence of all who may favor him with business in the above line. Feb. 11, 1856.

**Carriage Bolts.**  
HASZARD & OWEN have received a large stock of the above—of the following sizes:—

LENGTH.	DIAMETER.
14 inches by 1/2	5-16 3-8
13 "	5-16 3-8
12 "	5-16 3-8
11 "	5-16 3-8
10 "	5-16 3-8
9 "	1-4 5-16 3-8 7-16
8 "	1-4 7-16 3-8

These Bolts have neatly turned heads and are offered for sale at from 25 to 50 per cent lower than they can be made for on the Island.

**COPAL VARNISH.**  
A FEW Tin-cans of superior COPAL VARNISH for sale by  
H. HASZARD.  
Charlottetown, July 2d, 1856.

**A CARD.**  
HAVILAND & BRECKEN,  
Barristers & Attorneys at Law,  
NOTARIES PUBLIC, &c., &c.  
OLD CUSTOM-HOUSE BUILDINGS,  
WATER-STREET, CHARLOTTETOWN,  
P. E. ISLAND.  
T. HEATH HAVILAND,  
FREDERICK BRECKEN.

**STEAMER**  
Lady Le Marchant

PHILIPS F. IRVING, COMMANDER.  
Under contract with the Provincial Government carrying Her Majesty's Mails.  
THIS superior British built STEAMER—coppered and copper fastened, 212 tons Register, 90 horse power, classed at Lloyd's for 13 years, having superior accommodations for Passengers—will run regularly, during the season, on the line between Charlottetown and Pictou, and between Charlottetown and Shediac:—  
Leaving Shediac, unless prevented by unforeseen circumstances, every Tuesday morning, at 6 o'clock, for Charlottetown; leaving Charlottetown for Pictou every Tuesday at 2 o'clock; returning from Pictou every Wednesday, leaving at 8 o'clock; will again leave Charlottetown for Pictou every Thursday morning, at 10 o'clock; will return from Pictou every Friday, leaving at 6 o'clock; and will go on to Shediac, leaving Charlottetown at 1 o'clock.  
For freight or passage, apply at Richibucto to the owner, L. F. W. DESBRISAY, Esq.—in Shediac to E. J. SMITH, Esq.—in Pictou to Messrs. J. & J. YORSTON,—or in Charlottetown to THEO. DESBRISAY.  
June 12, 1856.

**Harness and Coach Hardware.**  
EDWARD DANA,  
MANUFACTURER & IMPORTER  
89 Kilby Street, (near State), Boston.  
OFFERS for Cash at low prices, Springs, Axles, Bolts, Spokes, Rims, Shafts, Enamelled Cloth, Patent and Enamelled Leather; all of first quality. Serrations malleable iron on hand, and furnished to order and pattern. Full assortment American Harness, Hardware. PARTICULAR ATTENTION GIVEN TO ORDERS.

**Hardware Hardware!!**  
JUST RECEIVED from the United States, and for Sale by HASZARD & OWEN—  
Morris Locks and Latches, from 9d to 20s each, Rim, western, store door and plate Locks, &c.  
Small Locks, (a large stock.)  
Wardrobe, hat and coat Hooks, 4s a 2s 6d per doz.  
Iron and wooden Bench Screws,  
Clamp and Riggers' Screws,  
Wilson's Braces, (gear-wheel'd), &c. 2s 3d a 16s.  
Mineral, porcelain, silvered Door-Shutter and Drawer Knobs,  
Mahogany, walnut and japanned Drawer Knobs,  
Coal Chisels and Tinsmiths' Tools,  
Pencil Sharpeners,  
Grindstone Fixtures, from 7s 6d a 12s  
Circular Saws and Arbors, and Leather Belting,  
Hammers, (a large assorted Stock)  
Hatchets, (shingling, claw, lathing, broad, &c)  
Narrow and Broad Axes and Adzes,  
Planis and Levels,  
Screw Plates and Dies,  
Web Saws and Handles, lever Sawmills  
India Rubber Packing, combs, toys, bat, ball, &c

**Teacher Wanted.**  
WANTED a Teacher for the Campbell School, Lot 7; there will be a liberal sum given in addition to the Government Grant. Application to be made to  
EUGENE M-CARTHY

**Church of England Prayer Books**  
HASZARD & OWEN have received a large supply of the above and are prepared to sell them at the following low prices, viz.  
Ruby 32mo. Cloth, Gilt Edged, 1s 6d.  
" Cape Morocco, Embossed richly Gilt, 2s.  
Morocco, 4s 6d.  
Minion 32mo. Roan, Embossed, Gilt Edged, 2s.  
Nonpareil 32mo. 3s.  
Fica 24mo. 5s 6d.  
8vo 9s.  
Calf. 12s 6d.

**NEW LINE!**  
CONNECTING CHARLOTTETOWN WITH  
Halifax and St. John, N. B.

THE STEAMER ROSEBUD, B. M'CALL, Master, is intended to sail during the season, weather permitting, to and from Charlottetown and Tatamagouche, N. S. Leaving Charlottetown every Tuesday and Friday morning at 8 o'clock, and Tatamagouche every Wednesday and Saturday at 1 o'clock P. M.  
Passengers for Halifax arrive in Truro the same evening.—Passengers for St. John, and the United States, arrive at Amherst the same evening and at St. John, the following day.  
The great facilities offered for travelling comfortably—expeditiously and at reduced Fares by this route must be apparent to all who are accustomed to the other lines.  
Fare to and from Tatamagouche 52.  
Coach fare to Halifax 68. To Sackville 94.  
Further particulars made known on application to  
WILLIAM HEARD.  
Charlottetown, July 19, 1856.

**A good Assortment**  
WILSON'S  
CELEBRATED  
Botanic Medicine  
AND  
Thomsonian Preparations,  
with full directions for  
FAMILY USE

B. O. & G. C. WILSON'S  
Compound Sarsaparilla,  
Neuropathic Drops,  
Wild Cherry Balsam,  
Dysentery and Cholera Syrup and  
Wild Cherry Bitters.  
For Sale by Haszard & Owen,  
Sole Wholesale Agents for Prince Edward Island

**PLOUGHING BY STEAM.**—Although efforts were made in England some years ago to introduce ploughing by steam power, the art is yet quite in its infancy. At the late agricultural exhibition of the Royal Agricultural Society of England, at Chelmsford, experiments were made which commanded a good deal of attention, of three entirely different modes of accomplishing the desirable object of applying to the labors of tillage, a power which does not itself consume the products of agriculture. These experiments are thus described in the report of the exhibition given in the London Times of July 16:—

The first was by Mr. Bydell, by means of an improvement on the steam plough which he exhibited last year. It is an engine worked by two 6 1/2 inch cylinders, with a common portable eight-horse boiler, and a fly wheel, mounted on four carriage wheels. The wheels are fitted with the "endless railway," enabling them to traverse over any surface however rugged, to climb acclivities, and to drag behind them an immense weight without losing their bite of the ground. The engine usually works with 60 lb. pressure per square inch, and can be worked up to 12 horse-power. Its weight, with water and every requisite for duty, is nine tons; but, nevertheless, it can ascend inclines, back, turn in a small area, and is steered by a pole, chains, and wheel like those of a steamboat, with the greatest nicety. The inventor considers his engine sufficiently powerful to draw, say 10 ploughs in light land, at six inches depth, with a speed of two miles per hour. It has dragged some implements of very heavy draught during the trials, and was not unable to pull forward Coleman's ploughing machine. In an attempt with the dynamometer attached to Biddle's cultivator, the instrument broke at 40 cwt., the draught of the cultivator as used being much greater still. In ploughing hillsides, the engine is intended to go up hill empty, and, in work, downwards, so as to perform very steep work indeed. One of the principal advantages of this locomotive for culture is, that no horses whatever are needed to help it, inasmuch as it travels of itself from place to place, taking coal and water, and costing nothing beyond the wages of two men, in addition to these with the implements, the wear and tear, and interest of first cost, about £550.

Mr. Smith, of Woolston, Buckinghamshire, works his implements by means of a common seven-horse portable engine and a stationary windlass, fixed at one corner of a field. A couple of 7/8 inch wire ropes are led from the two drums on the windlass in opposite directions round four anchored pulleys, and meet at the implement, thus passing all round the field—two anchors being fixed and two shifted from time to time along each headland as the ploughing proceeds. The anchors are like large four-toothed rakes, and it requires a man at each end of the work to dig holes and shift them forward. Mr. Smith uses cultivators of a peculiar kind, taking about three feet breadth at a time, and he has an ingenious and quick mode of turning them at the end of the furrow. He is able to scarify or baulk-plough on an average four acres per day of 12 hours. The expenses, including the labour of six men, coal, fetching water, wear and tear (say 1s. 6d. per acre) and interest of capital, amount to 8s. per acre. Mr. Fowler has contrived a different arrangement. A portable double-cylinder engine, worked at high pressure, and driving

a capstan by a short endless chain, is stationed half-way down one side of the field. From the two horizontal drums of the capstan two wire ropes are led diagonally across the field direct to the two ends of the work, there passing round a couple of anchored pulleys and meeting at the implement. The anchorages deserve notice; they consist simply of low trucks or small wagons laden with earth and with sharp cutting discs for wheels, which cut down into the land, and, while presenting great resistance to sideland pressure in the direction of the ploughing, can be easily pulled forward along the headland when required.

For common ploughing, an implement is used, having eight ploughs fixed upon it; four in work at once, and the others pointed in the opposite direction for performing the return trip. For trench-ploughing 10 or 14 inches deep, another implement is used, taking two furrows' width and two deep, being, in fact, a modification of Cotgrave's subsoil, and trench-plough for horse-power. The ploughing is one-way work, but lands or stretches can be readily ploughed by simply turning the implement end for end for each half-land, and by shifting the anchorages accordingly. The work of common ploughing was exceedingly well done, and the trenching implement was drawn with great steadiness in ground through which 10 horses were required to pull it. The amount of ploughing on land where three horses are commonly yoked in a plough capable of being done by a 10-horse engine is about eight acres per day of 10 hours; and the expense of working, including four men and a boy, fetching water and coal, shifting the engine and tackle to a field, wear and tear, and interest of first cost (which is £495, including the engine) is apparently not more than 5s. or 5s. 6d. per acre.—Trenching costs about double this sum. Should further experiments and calculations prove this estimate to be correct, there can no longer be a doubt that "an economical substitute" has at last been perfected for the long venerated horse-plough.

**A HEROIC MUSICIAN.**—A Berlin journal relates the following anecdote:—

A man, who was wounded at the storming of Sebastopol, was a musician who received a shot in the knee, and was under the necessity of having his leg amputated in consequence. As usual, preparations were made for binding him down, so that he might not be able to move. "What are you doing, doctor?" inquired the wounded man. "I must take off your leg, and it is necessary that you should be bound down," replied the doctor. "I will never consent to such a proceeding," exclaimed the musician; "you may tear my heart from my breast, but I will not consent to be bound down. If you have a violin, bring it to me." A violin was brought. After tuning it the wounded man said:—"Now, doctor, you may begin." The operation, which lasted about thirty minutes, now commenced, and the patient played his violin the whole time without a single false note, or the slightest change in his features.

"You have only yourself to please," said a married friend to an old bachelor. "True," replied he, "but you cannot tell, what a difficult task I find it."

Everything has its use. Were it not for the flies, people in summer would sleep two hours longer than they do, and thus lose the best part of the day—the portion devoted to sunrise and meadows' lark.

There is a schoolmaster up town who has an easy way of teaching children to read. He tells them to skip all the long jaw-cracking words, as they are only names of foreign countries which they will never visit.