HASZARD'SEEGAZET

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Charlottetown, Prince Edward Island, Saturday, August 19, 1854.

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General Agent

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Haszard's Gazette. EORGE T. HASZARD, Proprietor and Publisher.
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MAILS.

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THE MAILS for the neighbouring Provinces and the United States, will be made up and forwarded via Pictoa, every WEDNESDAY afternoon at Pour o'clock, until further notice. Those on WEDNESDAY by the Steamer Lady Le Marchant, and on SATURDAY by a Sailing Packet.

Mails for England, will be closed every alternate WEDNESDAY at Four o'clock, afternoon, viz Wednesday, July 19. Wednesday, Sept. 13. Wednesday, July 19. Wednesday, Sept. 13. Wednesday, Aug. 2. Wednesday, Oct. 11. Wednesday, Aug. 30. Mails will also be forwarded to New Brunswick and the United States via Shediac by the Lady Le Marchant, every THURSDAY morning, on the arrival of that vessel from Pictou.

arrival of that vessel from Pictou. THOMAS OWEN, Postmeeter General, General Post Office, June 24, 1854

THOMAS DOUGLASS. SOLE AGENT FOR BEE'S BRACE.

nission Merchant, Importer, Manufacturer, and Wholesale Dealer in every description of AMERICAN HARDWARE,

No. 5 PLATT STREET,
THOMAS DOUGLASS, (Four doors from Pearl.)
As A FARR, Jr., (late of the NEW-YORK.
firms of Child, Farr & Co, St I ouis.
June 28. 6th

WANTED, an ORGANIST for St. Paul's Church, Charlottetown. Apply to ROBERT HUTCHIN SO. Church or HENRY HASZARD. Wardens. June 20th, 1854.

THOMAS MANN, TAILOR, (Late of Upper Queen Street,) begs to inform his numerous friends.that he has just REMOVED his Business to the House lately occupied by Mrs. Wood, in Powall Street, next door to Mr. Dodd's Brick Store.

CATTLE SHOW FOR 1854.

THE QUEEN'S COUNTY CATTLE SHOW, will be held in Charlottetown, on Wednesday, 20th September, 1854.

By Order, CHARLES STEWART, Sec'y.

PROSPECTUS

AN AMUSING RAIL-CAR PASSENGER.

Charlottechny, Prince Edward Island, Salarday, August 19, 1864.

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CRONSTADT AND ITS FORTS.

long under existing circumstances. In the middle of the fort is a large yard, or rather open aquare; and here is the easerne or barracks, arranged to hold 650 soldiers. The building is bomb-proof, and the cansons are all of the largest callipe; but the whole fortress is said to suffer from the same inconvenience as the fortifications at Sebastopol. The back walls of the casements have no vent-holes; the embrasures are very small, and, as the amoke from the powder can thus find no egress, the hands at the gua-such, at least, is the report—is soon obliged to retire or be sufficiented.

and, as the amoke from the powder can thus findno egreas, the hands at the guta—euch, at least,
is the report—is soon obliged to retire or be sufficiented.

The next fortification westward from Fort Alexander is Fort Peter, armed with 80 guns, and the
one side of which dominates the roads and the
passage to St. Petersburg. Fort Menchikoff,
which was built in 1851, commands one channel.
Finally, on the right bank of this channel, and
opposite Fort Menchikoff, lies Fort Risbank,
which, when finished, will play 250 cannons.

The latest accounts from St. Petersburg confirm the intelligence that all the strand batteries
which dominate the channel that leads into the
roads, have been doubled and all these batteries,
which together now number 8,000 guns of the
greatest caliber, must be brought to silence before
Cronstact itself can ever be attacked. The same
intelligence says further that there stands three
corps of artillery in reserve.

By a ukase of March 11, General Dohn of the
engineers has been appointed "Governor Military"
of Cronstact ad interim, and thus replaces the
regular commandment, General Lucche.

The readers of this description will perceive
that Cronstact is a very redoubtable fortification,
even to the allied armada, and this, too, without
the sid of those "infernal machines," submarine
batteries, etc., which some time since filled the
columns of the German journals, but which in
reality never existed anywhere except in the
brains of the Russian disposed Berliners. Many,
indeed, are the changes which have been rung,
nevertheless, upon these reports, and all possible
versifications have been made out of them. The
most popular of these German Nights' entertainments, was the one which was to "blow up the
whole of Admiral Napier's fleet, without the necessity, on the part of the Russians, of discharging a "gun." The Russian, eagineers had made
cavities in large blocks of granite, filled them
with powder, corked them placed them, by means
of electrical wires, in communication with galvanic

THE ATMOSPHERIC TELEGRAPH.—The at-THE ATMOSPHERIC TELEGRAPH.—The atmospheric telegraph of 1. S. Richardson, of Boston, which was illustrated on page 265, vol. 8 Sci. Am., has been laid before Congress, and an appropriation asked for laying down a line between Washington and Baltimore, for carrying the mails. A committee, appointed by the Senate—of which Senator Mallory is chairman—to investigate the subject, has reported as follows:

vestigate the subject, nas reported as lower was:

"It is deemed expedient that the experiment should be made for a short distance, upon an established mail route, in order that, if successful, it might constitute a part of a more extended work; and your committee has been disposed to prescribe a direct line between Washington and Baltimore. The mail between Washington and New York is now carried upon railroads in twelve hours. If your committee do not geatly err, the same mails may be carried between these cities in two hours, by the proposed atmospheric telegraph, and the expenditure now necessary for the trans-mission of one set of mails, would enable mission of one set of mails, would enable the post office department to send six sets of mails every twelve hours. Many practical difficulties and objections will doubtless develope themselves whenever the atmospheric telegraph shall be established upon a large scale—such, for example, as wastage of power in the air pumps, the wear and tear in the mail bags, pistens, and interior surface of the tubes by high velocities, the admission of air in the tubes, the effects of climate upon them, the expense of establishing them, &c., &c.; but your committee, after weighing these and other objections which have been suggested, do not hesitate to recommend an appropriation to

ons which have been suggested, do not hesitate to recommend an appropriation to test its utility and capacity."

We certainly would like to see this plan fairly and fully tested, to determine the practicability of the invention on a long line, for on a small line it operates well.—Scientific American.

tific American

A SINGULAR MARRIAGE BLUNDER.-In Eng-A clergyman, by mistake, married a lady to the person who officiated in the ceremony as her father. When the new-made husband was pointed out to her, the bride declared with tears in her eyes that could not be as he was already assisted and hed or for the content of the could not be as he was already married and had a family. The clergyman was somewhat astounded at the result of his blunder, and asked for time to consult the authorities upon the subject, the result of which was that the next day be performed the service over again without making any more mistakes.

It is with glory as with beauty; for as a single fine lineament cannot make a handsome face, nei-her can a single good quality render a man ac-complished; but a concurrence of many fine fea-tures and good qualities makes true beauty and true honor,—Bruyere.