

# HASZARD'S GAZETTE.

## FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

Established 1823.

Charlottetown, Prince Edward Island, Wednesday, July 19, 1854.

New Series, No. 156.

### Haszard's Gazette.

GEORGE T. HASZARD, Proprietor and Publisher. Published every Tuesday evening, except on public holidays, at the Office, South side Queen Street, P. E. Island.

TERMS—Annual Subscription, 15s. Discount for cash in advance.

For the first insertion, advertising the space of 4 lines, including head, 2s.—8 lines, 3s.—12 lines, 4s.—16 lines, 5s.—20 lines, 6s.—24 lines, 7s.—28 lines, 8s.—32 lines, 9s.—and 2d. for each additional line. One fourth of the above for each continuation. Advertisements without limitation, will be continued until filled.

### MAILS.

THE MAILS for the neighboring Provinces and the United States, will be made up and forwarded via Pictou, every WEDNESDAY afternoon at Four o'clock, and SATURDAY morning at Nine o'clock, with further notices. 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, via: Wednesday, July 5. Wednesday, Sept. 17. Wednesday, July 19. Wednesday, Sept. 27. Wednesday, Aug. 2. Wednesday, Oct. 11. Wednesday, Aug. 16. Wednesday, Oct. 25. 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.

THOMAS OWEN, Postmaster General, General Post Office, June 24, 1854.

### THOMAS DOUGLASS,

SOLE AGENT FOR BEES BRACE. Commission Merchant, Importer, Manufacturer, and Wholesale Dealer in every description of AMERICAN HARDWARE, No. 5 FLYING STREET, NEW-YORK.

THOMAS DOUGLASS, (Four doors from Post.) ASA FARR, Jr. (late of the NEW-YORK Firm of Child, Farr & Co., St. Louis.) June 25. 5s.

### BOARD.

THE Subscriber begs respectfully to inform his friends and the public, that he has commenced business as Auctioneer and Commission Merchant, and trusts by punctuality and attention, to merit a share of public patronage. WILLIAM DODD, Auction Room, St. James's Buildings, Queen Street, June 18, 1854. 1st 4

### A CARD.

THE Subscriber begs leave to inform the Public, generally that he has commenced business as a Commission Merchant and Auctioneer. At the corner of Queen & Sydney Streets, and hopes by promptness and punctuality to merit a share of their patronage. ARTEMAS G. SIMMS, 107 CABT advanced upon articles left for Auction.

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 FORTY-NINE STREET, next door to Mr. Doan's Brick Store. June 2.

DR. HILCOAT, M. R. C. S., England, can be consulted on the various branches of his profession, from 9 a. m. to 11 p. m., at his residence Keppoch House, late the property of JAMES DUNCAN, Esq. 1st 4

MINIATURES: LIKENESSES. THE Subscriber has just received a handsome stock of Plates and Colours, gold and silver Lockets and Brooches for Likenesses, done by top or side light. Also, a first rate Camera, for sale, with instructions in the old stand. W. C. HOBBS.

BRASS FOUNDRY, AND MACHINE SHOP. BY W. C. HOBBS. NOW OPEN in Great George Street, on the old Stand. Old Copper and Brass bought. An Apprentice wanted. May 18, 1854.

BELL'S CLOTHING STORE. MESSRS. C. & J. BELL take this opportunity of returning their sincere thanks to their friends and numerous customers throughout the Island, for the very liberal support which they have received, since commencing business; and now beg leave to inform them and the public generally, that they have imported a choice and well selected stock of GOODS, suitable for the Clothing Business, which they will make up to order, on the most reasonable terms. They will also make up, and have constantly on hand, of their own manufacture, ready made Clothing of all descriptions, which they will sell as cheap as any imported from England, and made up in a superior manner, being practiced Tailors themselves, and employing the best of Workmen; they are prepared to execute all orders entrusted to them, superior to any other Establishment on the Island. D. H. G—Gentlemen furnishing their own Cloth and Trimmings, can have them made up as usual. 1st 4

WANTED, AN ORGHANIST for St. Paul's Church, Charlottetown. Apply to ROBERT HUTCHINGS, Church or HENRY HASZARD. } Warden. June 20th, 1854.

### CHANCE TO MAKE MONEY.

THE SUBSCRIBER intending in a few weeks to remove out of this Island, offers to sell at moderate rates, the following freehold property, viz:—A small Farm at Seven Mile Bay, Lot 27, an inclosed Farm of 90 Acres, with a House, with or without the Saw Mill, and the water privileges (formerly Mackintosh Mill) Lot 23. Also 23 acres of Land on the same Lot, near McFadden's. 300 acres on Lot No. 5, 450 acres at 15 Point, and fourteen Town Lots at Summerside, also a 10 acre Wood Lot at same place, also the Leasehold of the Farm, House and Store at Indian River, formerly occupied by Mr. P. Power. Should the above Properties remain unsold until the 25 day of this month, they will be offered at Auction at Summerside, notice of which will be given in Hand Bills. J. WEATHERBIE. Charlottetown, July 6th, 1854.

TURMIPS. THE ROYAL AGRICULTURAL SOCIETY offer the following Premiums, to be competed for in Queen's County this Season, viz: For the best acre of Swede Turnips. £3 0 0 2d do do 2 0 0 3d do do 2 0 0 4th do do 1 10 0 5th do do 1 0 0 6th do do 0 10 0

Should the most successful competitor have been a winner of a First Prize on any previous occasion, he will receive, instead of the Money Prize, a Silver Medal, with suitable inscriptions; and the money for the first Prize will be awarded to the next successful competitor, and so on to the end of the list.

AN INDUSTRIAL SHOW will be held in Charlottetown in November, at which the usual Prizes will be awarded. C. STEWART, Secretary. Committee Room, 2d May, 1854.

Equitable Fire Insurance Company of London. Incorporated by Act of Parliament. BOARD OF DIRECTORS for P. E. Island.—Hon. T. H. Haviland, Hon. Charles Hennepin, Francis Longworth, Esq., Robert Hutchinson, Esq., Thomas Emerson, Esq.

Detached Risks taken at low Premiums. A charge for Policies. Forms of Application, and a further information, may be obtained from the Subscriber, at the Office of G. W. DeWolfe Esq., Charlottetown. H. J. CUNDALL, Agent for P. E. I. April 7th, 1854.

THE Subscriber having lately purchased the Keppoch Estate, situated at the East side of the entrance of Charlottetown Harbour, hereby cautions all persons against cutting or carrying away wood, hauling down from off the shore, or trespassing in any manner on the premises, as if they do so, they will be proceeded to the utmost rigor of the law. H. H. HILCOAT. Charlottetown, 21st June, 1854.

Dyer and Fuller Wanted. THE Subscriber wishes to employ a person who fully understands the FULLING, DYING and DRESSING of CLOTH, to whom monthly wages will be given, or a share in the concern. Satisfactory references required. WM. JAMIESON. New Anna Mills, Lot 19, June 23, 1854.

The National Loan Fund Life Assurance Society of London. CAPITAL £500,000 Sterling. Empowered by Act of Parliament, 24 Victoria. A Saving Bank for the Widow and the Orphan. T. HEATH HAVILAND, Jr. Agent for Prince Edward Island. September 5, 1853. 1st

Charlottetown Mutual Insurance Company. Incorporated by Act of Parliament in 1848. THIS COMPANY offers the best guarantee of case of loss, and accepts Risks at a saving in fully 50 per cent, to the assured. The present reliable Capital exceeds £1700. Persons having property in Charlottetown, or vicinity, should lose no time in applying to the Secretary of this Company for Policies or Information. One of Phillips' Fire Amalgamators has been purchased by the Company, for the benefit of persons insured in this Office. In case of Fire, the use of it can be obtained immediately, by applying at the Secretary's Office. W. HEARD, President. HENRY PALMER, Sec'y and Treasurer. Secretary's Office, East Street, August 5th, 1853.

ALLIANCE LIFE AND FIRE INSURANCE COMPANY, LONDON. ESTABLISHED BY ACT OF PARLIAMENT. Capital £2,000,000 Sterling. CHARLES YOUNG, Agent for P. E. Island.

WANTED, AN ORGHANIST for St. Paul's Church, Charlottetown. Apply to ROBERT HUTCHINGS, Church or HENRY HASZARD. } Warden. June 20th, 1854.

### GREAT BRITAIN.

DEBATE IN PARLIAMENT ON CANADIAN INDEPENDENCE.

The proceedings in Parliament had been of little home interest. On the 14th a lengthy debate ensued in the House of Lords on the second reading of the Canadian Legislative Council Bill. The Duke of Newcastle, in moving the second reading, stated that the object of the bill was to repeal those clauses in the Union Act which prohibited legislation by the Canadian Parliament on the subject of a 12th Legislative Council, and to leave the Colonial Legislature entirely free to act as it may think fit with respect to the creation of a Second Chamber. This, he said, was the sole aim of the measure, which he asked the House to read a second time, believing that it was in accordance with the soundest principles of Colonial legislation.

The Earl of Desart begged the Duke to postpone the bill until the Earl of Derby should be present. For his own part he doubted the necessity of having an elective Legislative Council at all.

The Earl of Newcastle requested to be informed whether the bill owed its parentage to the Duke of Newcastle, or whether it had been recommended by Lord Elgin, or was it the result of a correspondence between the Home Colonial Office and the local authorities?

The Earl of Ellenborough did not rise to oppose the second reading of this bill, but to express his opinion on a subject of greater importance. We made such progress last year in the work of concession to Canada that the question now was, not whether we should stop in our career, still less whether we should attempt to go back, but whether we should not, in the most friendly spirit toward Canada and the other North American colonies, consult with their Legislatures on the expediency of taking possession for the complete release of those colonies from all dependence on the Crown and Parliament of Great Britain. He recollected having a conversation with Mr. Huskisson in 1828, during the time that statesman held the seals of the Colonial Office, in which he intimated most distinctly that the time had already arrived for the separation of Canada from this country, and Mr. Huskisson had even so maturely considered the matter that he mentioned the subject of government which he thought it would be for our interest to have established in Canada when our connection with the colony should cease. It must be borne in mind that during the last few years, a complete change had taken place in our relations with the North American colonies. In 1846 we repealed the corn laws without reserving the privileges which Canada enjoyed under the corn laws, and we established in the navigation laws, which gave us great advantages in matters of trade and navigation. In addition to these measures, we had altered, to a great extent, if we had not entirely abolished—the discriminating duties on the staple produce of the North American Colonies. Thus we have deprived ourselves and the North American Colonies of the advantages which each formerly derived from the connection subsisting between them. For several years, too, in dealing with the Legislative Assemblies of the colonies, we had acted on a principle diametrically opposed to that which formerly influenced us. We had established in the colonies what was called responsible government, or, to speak more intelligibly, we had given them, practically, independent governments. And, really, he could hardly imagine a situation more humiliating than that of the Representatives of Her Majesty in Canada. It was almost wonderful a British gentleman would consent to hold such a situation of nullity, unless indeed, from a consciousness of his own abilities and resources, he should think himself able to be, as Lord Metcalfe was, the Minister of the Colony. What was the use, what the practical advantage of continuing our connection with the colonies if we had established in the colonies some small use in time of peace; but, on the other hand, consider the danger arising from it in matters relating to war. There could be no doubt that the chances of collision between this country and the United States were greatly increased by our connection with the North American Colonies. It was equally certain that in the event of war occurring between this country and the United States on grounds totally unconnected with the colonies, they must, from their connection with us, be drawn into the war, and their whole frontier would be exposed to the greatest calamities. Under these circumstances, it was a matter worthy of serious consideration whether we should not endeavour, in the most friendly manner, to divest ourselves of a connection which must prove equally onerous to both parties. Now, in case of war, could we hope to defend the colonies successfully? He would advise, not the noble Duke opposite, who to his great satisfaction had been released from the duties of the Colonial Office, but the Right Hon. Barnet who had succeeded him, to read a despatch received from Lord Metcalfe in 1846. We were then, it was supposed, on the eve of a war with the United States—a war connected with matters in which Canada had no concern—a war for an

### AWFUL DISASTER.

THE DESTRUCTION OF THE STEAMSHIP EUROPA AND LOSS OF LIFE.

This catastrophe took place on the night of the 31st ult., in the chops of the Channel, not far from the spot where the ill-fated Amazon was lost. The Europa was a fine ship of nearly 800 tons burden. She was built on the river in 1851, classed A.1 at Lloyd's for six years, and was the property of Mr. Somes, the shipowner, of Blackwall. She was taken up by the government for the conveyance of troops to the East, and having undergone the necessary survey and equipment for the service, she left the river for Plymouth, her number as a transport being 92. We are informed that she was originally intended to take out 300 troops, but on reaching Plymouth on the 23d of last month, the order was given for her to convey cavalry, 50 horses and men, and she accordingly received on board the regiment of Grenadier Dragoons, which had been quartered at Exeter. The troops having safely embarked on the 26th, the staff and the remainder of the regiment going out in the Lord Raglan and other transport ships, the Europa on the following day was towed out of the Sound into the Channel, and sailed for the Mediterranean, the wind being westerly. Nothing more was heard of her until yesterday, when the Army screw steamer arrived at Liverpool, from Messina, which place she left on Friday last, and reported that when off Cape St. Mary's she fell in with her Majesty's steam-frigate Tribune, commanded by the Hon. Captain Carnegie, which communicated the total loss by fire of the Europa, which took place on the night of the 31st of May, about 200 miles from Plymouth, and that many of those left upon the wreck of the Europa. The frigate was on her way from Portsmouth to the Mediterranean, to join the allied fleet in the Black Sea.

In the despatches which have come to hand it is mentioned that the conduct of the master of the ship, Mr. Gardner, was marked throughout with great coolness and intrepidity. This statement depends upon the concurrent testimony of those left upon the wreck of the Europa, 11 30 p. m. of the 31st ult., to 2 30 a. m. of the 1st of June. It is added: "He was the last man to quit the wreck; and, had his anxious endeavors to maintain order and save life been as ably seconded by the ship's company, there can be little doubt that the list of casualties would have been reduced." From the letter of an officer of the 6th Dragoons, on board the ill-fated vessel, and another from the master himself, it appears that the fire was discovered in the fore hatchway about ten, on the evening of the 31st. According to the despatches transmitted to the Admiralty by Captain Carnegie, of the Tribune, at about half-past seven on the morning of the 1st of June, the Tribune was in lat. 48 1 N., long. 7 30 W., when smoke was discovered at a considerable distance. It was at once assumed to arise from a burning ship, and the Tribune bore down as speedily as possible. At about a quarter past nine the vessel could make out the charred hull of a large ship. Aboard she was burnt to the water's edge, and the Tribune bore down as speedily as possible. The Tribune was in lat. 48 1 N., long. 7 30 W., when smoke was discovered at a considerable distance. It was at once assumed to arise from a burning ship, and the Tribune bore down as speedily as possible. At about a quarter past nine the vessel could make out the charred hull of a large ship. Aboard she was burnt to the water's edge, and the Tribune bore down as speedily as possible. 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