HAZZARD'S GAZETTE,

FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

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BRASS FOUNDRY.

AND MACHINE SHOP.

BY W. C. HOBS.

NOW open in Great George Street, on the old Stand. Old Copper and Brass bought. An Apprentice wanted.

May 19, 1854.

The National Loan Fund Life Assurance Society of London.

CAPITAL £500,000 Sterling. Empowered by Act of Parliament, 2d Victoria. A Saving Bank for the Widow and the Orphan.

T. HEATH HAVILAND, jr.

Agent for Prince Edward Island.

☞ Office, Queen Square, Charlottetown.

September 5, 1853. 1si

Auctioneer and Commission Merchant.

THE Subscriber begs to announce to his friends and the public, that he offers his services in the above line of business.

WILLIAM B. TUPLIN.

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BENJAMIN DESBRISAY,

ATTORNEY AT LAW

AND NOTARY PUBLIC,

☞ Office—Dockery's Buildings, Queen Street, Charlottetown.

New York, October 17th, 1854.

THE undersigned beg leave to notify their friends that they have entered into Partnership for the purpose of carrying on a Brokerage and Commission Business in the City of New York. By giving the above business their strictest attention, and from their experience, they trust to secure the confidence and support of those who may favor them with any orders of consignments.

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N. B.—Masters P. E. I. Vessels are prepared to make advantageous "distributions."

REFERENCES.—D. Davies, Esq., Charlottetown, P. E. Island; George Sutherland, Esq., St. John, N. B.; William Kelly, Esq., Chatham, N. B.; Parker, Chrystie & Co., 80 William Street, N. York; James Tait, Esq., 99 Beaver Street, N. York. 180 6mos

MONEY TO LEND

ON FREEHOLD ESTATE.

T. HEATH HAVILAND,

Barrister at Law,

Queen Square, Charlottetown.

November, 11th, 1854.

Timothy and Flax Seed.

THE highest price will be paid for TIMOTHY and FLAX SEED, during the present year, at George T. Hazzard's Book Store.

A BAZAAR,

Under the patronage of Mrs. Daly.

WILL be held (D. V.) at the TEMPERANCE HALL, Charlottetown, the first week in January next, in aid of benevolent purposes. The public are invited to contribute.

Nov. 28, 1854.

Collegiate School, Windsor, N. S.

REOPENED.

THE Principal of this Institution is prepared to receive Pupils either as Boarders or Day Scholars, on terms recently established by the Governors of King's College, Windsor, as follows:

Boarders, at £35 per annum.

Day Scholars, at £8 per annum.

Payments in both cases, to be made quarterly, and in advance. Parents intending to send their sons at any time during the coming winter, are requested to make early application. Further particulars may be known by reference, at Halifax, to the Reverend JAMES C. COCHRAN, Secretary to the Board of Governors of King's College, or at Windsor, to

D. W. PICKETT, Principal.

N. B.—Two annual exhibitions of £10 and £5 have been founded by the Alumni of King's College, and will be open for competition at the Encenia, A. D. 1855.

BARLEY!

WANTED a quantity of good clean four-rowed Barley, for which the highest price in CASH will be paid.

GEO. BEER, Jun.

October 4th, 1854.

LOOK HERE.

ANY persons wanting COOKING STOVES, FRANKLIN STOVES, or FARMER'S BOILERS, just call at Dodd's Auction Room, Queen's Square, and they will get suited at their own prices.

Hides! Hides!! Hides!!!

FOUR pence per lb. in CASH will be given for any quantity of GREEN HIDES, delivered at the Tannery of the Subscriber.

W. B. DAWSON.

Oct. 21. (All the papers.)

Charlottetown Mutual Insurance Company,

Incorporated by Act of Parliament in 1849.

THIS COMPANY offers the best guarantee in case of loss, and accepts Risks at a saving of 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 Philips' Fire Annihilators 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. HERBERT, President.

HENRY PALMER, Sec'y and Treasurer.

Secretary's Office, Kent Street, August 5th, 1853.

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LIFE AND FIRE INSURANCE COMPANY, LONDON.

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Capital £6,000,000 Sterling.

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Agent for P. E. Island.

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Detached Risks taken at low Premiums. No charge for Policies. Forms of Application, and any other information, may be obtained from the Subscriber, at the Office of G. W. Deblois, Esq. Charlottetown.

H. J. CUNDALL,

April 7th, 1854. Agent for P. E. I.

WANTED TO CHARTER

SEVERAL SCHOONERS, to carry COAL from Pictou or Sydney to Halifax, for which liberal freights will be given. Apply to

G. W. DEBLOIS, Charlottetown or

S. CUNARD & Co., Halifax.

August 4th, 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 PORTAL STREET, next door to Mr. Dodd's Brick Store.

June 2.

THE PSALMIST.

JUST RECEIVED, at GEORGE T. HAZZARD'S Bookstore, in various bindings, The above is the Edition of Watts's Hymns used in the Baptist Chapel Charlottetown.

DR KIDDER'S CELEBRATED FAMILY PILLS

FOR the CURE of LIVER Complaints, Jaundice Dyspepsia, Rheumatism, Indigestion, Gout, Dysentry, Diarrhea, Disorders of the Kidneys and Bladder, Erysipelas, and all Diseases of the Skin Eruptions, Typhoid and Intermittent Fevers, Sick Headache, Costiveness, Pains in the Head, Breast, Side, Back and Limbs, Palpitation of the Heart, Female Complaints, and all Diseases arising from an impure state of the blood.

These invaluable Pills have been used with unparalled success in private practice for more than thirty years, and are now offered to the public, with the fullest conviction that they will prove themselves a public benefit.

They possess the power of stimulating the departs into vigorous throughout the body to a healthy action thus assisting nature to convert disease after her own manner. Prepared only by D. TAYLOR, Jr. & Co., No. 80, Hanover street, Boston.

W. H. WATSON, Charlottetown, General Agent for P. E. Island. 6mos

Sold also by M. W. Skinner, and T. Desbrisay.

THE GREAT IRON STEAMSHIP.

The many thousands who pass daily up and down the Thames, have had their curiosity excited for some months past by the gigantic-looking structure of iron which is gradually rising on its left bank, about four miles below London Bridge. In the locality familiarly known as the Isle of Dogs, where the river suddenly takes a sweep round three-fourths of a circle, enclosing a morass of more than a mile in breadth, the greater part of which is several feet below highwater-mark, some of our most extensive and eminent iron ship-builders have erected their factories. It is to one of these, at the southern extremity of the peninsula we wish to conduct our readers. The works are of great extent, and cover a large area of ground, which here, although so well suited to the operations carried on, and so close to the metropolis, is comparatively valueless for other purposes. In Messrs. Scott, Russell & Co.'s factory, iron ships and steamers of all sizes are being constantly constructed; and the clank of thousands of hammers riveting red-hot bolts, and the heavy boosing sound of sledge and steam hammers, with the dense clouds of smoke and bursts of flame which meet the visitor as he approaches the works, must remind him, if he have any military experiences, of a field, whilst it indicates to all the extent and activity of the operations carried on within. The whole expanse of the interior of the factory is covered with sheets, and ribs, and bars of iron; ropes and pulleys, winches and shears, railways to facilitate the conveyance of materials, and portable furnaces for heating the iron bolts, are encountered at every turn; and iron vessels, in every stage of progress—their sterns pointing towards the river—occupy the numerous building-slips. But our business is with none of these; and proceeding to an inner yard, with a wide frontage towards the river, we come upon the gigantic iron steamship which is now being built for the Eastern Steam Navigation Company.

The present appearance of this leviathan, for as yet she has received no name, is as unlike that of a ship as can be imagined. Four or five lofty walls of iron, standing some sixty feet apart, and supported by other transverse walls, would lead one to believe that here is the shell or framework of some enormous iron warehouses about to be shipped off to one of our colonies; and it requires a considerable stretch of the imagination to believe that these walls form portions of the interior of the hull of a merchant-ship. At one extremity of the yard stands a flag-staff, on which a Union-jack is hoisted, which, we are told, will be her stern; and at the other extremity another, to indicate her bows; and between these two points is a space of nearly 700 feet in length! The project of building a ship of her extraordinary dimensions when first made public, created a good deal of discussion, and, we may add, ridicule. It was urged, that it would be impossible to construct a ship of 675 feet in length of sufficient strength, and that the first heavy sea she encountered would break her in two; that no port or harbour would have depth of water sufficient to float her; and that no amount of steam-power she could carry would propel her at an average speed. Nevertheless, the Eastern Steam Company put faith in the calculations of their engineer, Mr. Brunel; Mr. Scott Russell undertook to build her; and she is now more than half completed.

The preparation of the ground on which the leviathan ship is being constructed, was in itself a work of considerable labour and cost. An embankment of about 1000 feet in length, and 500 feet wide, was formed along the river-side, by driving massive piles to a depth of 40 or 50 feet; and where the greatest weight is to be supported, along the line of the keel, the piles were driven in at intervals of 5 feet. The cargoes of two 600 ton ships loaded with earth were then emptied upon these piles, and rammed firmly down, so as to form a solid foundation. On this platform, which is a few feet above highwater-mark, solid blocks of timber were placed at short intervals; and on these blocks, which stand about 4 feet high, the keel was laid, and is now carried out its full length of nearly 700 feet. The position of the ship is about 40 yards from the water, and parallel to the line of the river, with her head down the stream, as it would be impossible to turn a vessel of her length without great difficulty, even on the broad bosom of the Thames. The whole of the hull, even to the upper deck, will be formed of iron-plates of considerable thickness; and from her keel, to about 8 feet above the water-line, she will be double, or two perfect hulls one within the other, with an interval between them of about 36 inches. She will have ten water-tight compartments, at intervals of 60 feet; and these will be crossed by two longitudinal walls of iron, running the entire length of the ship, and again subdividing these compartments. While adding very materially to the strength of the hull, these longitudinal divisions will effect the further object of completely isolating and separating the coal, which will be stowed in the sides, from the furnaces, boilers, and machinery, which will be placed in the centre. The hulls are kept in their relative position to each other by longitudinal iron stringers or keelsons, at intervals of 5 feet; and in the event of any accident occurring to the outer covering, the inner hull will be strong enough to insure the perfect safety of the ship. The bottom is flat for a distance of 12 or 15 feet either side of the keel, which, by the way, is on a line with the outer hull, and presents no obstruction to her lying perfectly flat, and without straining, on the floor of a dock or cradle when repairs are needed. The iron-plates of which her hull and compartment are formed are upwards of an inch in thickness, 10 feet long, and weigh about half a ton each. The lower part of the hold will contain the machinery, boilers, stores, coal, and merchandise; while the upper part will consist of three tiers of decks for the passengers, one above the other, and running the whole length of the vessel. The lowest of these tiers will be at least 6 or 8 feet above the water-line, and the decks will be 8 feet apart, affording ample space for light and ventilation—the latter being provided for by port-holes of large size, running at intervals along the sides, and which can be kept open in any weather. For greater security, there will be a strong iron deck interposed between the furnaces and machinery below and the passenger-department above, thus cutting off all communication. The sleeping-berths will be ranged round the sides, and there will be large saloons in the centre for each of the three decks, 60 feet in length, and of proportionate width. The upper-deck, which covers all, will be flush from stem to stern. This deck, which will add very materially to the strength of the hull, will be double, and slightly arched. Its construction will be cellular, like that of the tubular bridge across the Menai Strait, and it will resist any amount of strain or concussion that can possibly be applied to it. The principle on which the ship is being constructed, is one which is now recognised among all practical and scientific men—namely, that the strength of iron depends upon the plates being placed at right angles to each other; and the whole framework of the hull has been arranged with a view to this object. Internally, it is a combination of iron walls—ten running transversely, two intersecting these longitudinally, and four crossing horizontally. All the walls are strengthened still further at the junctions by solid angle-irons; and the whole of this cellular arrangement is enclosed in a double iron-casing or hull, which gives the enormous mass perfect rigidity, and a strength which, we are assured, equals what it would be if formed of solid iron. The plates, although numbered by thousands, are all cut out, in the first instance, by means of wooden models in the moulding-loft; each of them has its peculiar list or inclination and shape, with the number of holes to be punched; and each of them, as it leaves the rolling-mill, where it is guaged to the sixteenth-part of an inch, has a peculiar letter and number marked legibly upon it; and by means of this name, which the plate ever afterwards retains, the workmen, on its arrival, know at once its position in the vast pile, and it proceeds straight to its destination.

We now come to the machinery by which the vessel is to be propelled. She will be furnished both with paddle-wheels and a screw—the former, of a nominal power of 1000 horses; the latter, of 1600 horses: but practically, the combined power may be estimated at 3000 horses. The paddle-wheel machinery is now being constructed in the same building-yard, in which a shed had to be built for the purpose of fitting and erecting the engines. The four cylinders in which the pistons are to work are the largest in the world, and the castings the largest that have ever been attempted in one piece. For each cylinder, about thirty-five tons of melted metal was required; and when the dressing and clearing of superfluous metal was accomplished, they weighed twenty-eight tons each. Of these unwieldy masses of iron, three have been already successfully cast, and without a flaw. For the castings, an enormous iron cofferdam was constructed in the foundry, to a depth of 25 feet; and after the mould had been properly prepared, into this the contents of several caldrons of molten metal were simultaneously poured, and the casting made. Some idea of their great size may be formed when we state, that lying on their sides on the ground, a man with his hat on may walk through without touching the upper side; and that a table and seats, calculated to accommodate eighteen persons, were laid in one of them. The engines, when erected and put together, will be upwards of 50 feet in height. The machinery for the screw-propeller is being made by Messrs. Watts of the Soho Foundry, and will be of similar gigantic proportions. To set in motion this powerful machinery, there will be twenty vast furnaces and as many boilers, the smoke and waste steam of which will be carried off by five funnels. The boilers and furnaces will occupy five of the central sixty-feet compartments of which we have already spoken, and the engines will be placed in two others. The weight of the entire machinery will be about 3000 tons, and of the hull 10,000 tons—making 13,000 tons. She will carry, in addition, several thousand tons of coal and merchandise, 1000 first-class, and 600 second-class passengers, and her measurement capacity gives her something like 25,000 tons burden! Notwithstanding her enormous dimensions, her draught of water will be comparatively small—not exceeding 20 feet when light, and 30 feet when fully loaded. When afloat, she will present an appearance very different from that of any merchant-ship yet built. She will carry five or six masts and five funnels, and will resemble a huge three-decker, like the *Duke of Wellington*, only that she will be nearly three times the *Duke's* length. The three decks appropriated to passengers will will rise, tier above tier, to a height of 35 feet out of the water; and the rows of port-holes will, at a little distance, present the appearance of a formidable battery of heavy artillery. At present, about half of her hull has been completed: she will be ready for launching next year, and will be sent into the water, broadside in, upon two enormous ways. Her cost will be upwards of L.400,000.

One of the great features in this gigantic undertaking is, that the vessel will carry coal for the whole voyage out and home; and the quantity required may be guessed at when we state that her voyage will be round the world. The great cost of coal has hitherto been the obstacle to the profitable employment of steam-ships on long sea-voyages. Coal will be put on board this leviathan at about 10s. per ton, while the cost of this necessary article at the Cape of Good Hope and Australia varies from L.2, 10s, to L.5 per ton, to say nothing of the impracticability at times of procuring a sufficient supply at any price, and the loss occasioned by the delay in coaling, and the risk to the vessel. It is this which has hitherto prevented the ordinary class of steam-ships from competing successfully with sailing-vessels in the Australian trade; and at the present moment there are only two steam-ships trading between England and Australia. Clipper-built ships can run the whole way from England to Port Phillip without stopping, unless short of water, or compelled to touch at some port from some other emergency. Another important object which the company expect to achieve by the construction of this large ship is, that they will obtain a speed far superior to that of any vessel now afloat. At the recent meeting of the British Association in Liverpool, Mr. Scott Russell demonstrated, that length was one of the essentials of speed; and he believes that it will be as easy to propel this vessel at eighteen or twenty miles an hour, as one of the ordinary size and dimensions at twelve miles an hour. Up to a recent period, our naval and mercantile ships were built with round bluff duck's-breast bows; and when any attempt was made to propel them at great speed, they heaped up a mound of water before them, which no power of sails or steam could drive the vessel through at a rapid rate: in fact, the greater the attempted speed, and the more powerful the machinery, the greater was the resistance. At length the idea suggested itself, of making the water-lines of the ship correspond with the waves of the sea, by means of which she should gently and gradually divide the particles; instead of convex, therefore, fine hollow lines were substituted; and the broadest part of the ship was gradually removed from near the bows to within a third of her length of the stern. This form, which completely reverses the old model, has within the last twenty years been universally recognized and adopted in Europe and America; but it is by no means new. The old London wherries were built on this principle; the Indian boats, which are the fleetest of their class in the world, and the Danish cutters, were all constructed with fine lines; and Mr. Scott Russell has reduced the form and speed to mathematical principles and calculation. Entering-lines, 24 feet long, will give a speed under ordinary circumstances, of 8 miles an hour; to obtain 10 miles an hour, the entrance-lines must be 100 feet long; and to accomplish a speed of 24 miles an hour, the ship must be upwards of 400 feet in length. This is the secret of the speed of the *Himalaya* steam-ship, which has the greatest speed, with the smallest expenditure of steam-power, of any vessel of her class; and this will be the secret of the success of our leviathan steam-ship.

As she now lies on the river's bank, she is apparently one of the most unwieldy-looking, misshapen masses to which the term 'ship' could be applied. On the water, she will present the appearance and form of the finest and fastest clipper, and will cut through the water with comparatively little resistance. If any of our readers will take the trouble to mark off upon a sheet of paper a length of seven inches and three-quarters, and at a distance of about three inches from one end intersect it by a line of nearly an inch in length, and then form a triangle from this intersecting line to the furthest end, they will have a very good idea of the length and fineness of the entering-lines of the leviathan. Her actual measurements are 675 feet long, 83 feet wide at her greatest breadth of beam, and 60 feet deep in the hold. She will touch at no port between this and Australia—is expected to make the voyage in thirty days—and return by Cape Horn in thirty days more; thus making the circuit of the globe in two months! Although she will carry masts and sails, it is not anticipated that the latter will be found of much service, as at her ordinary speed of eighteen or twenty miles an hour, she will be in the unpleasant predicament of always having the wind in her