

HASZARD'S

FARMER'S
COMMERCIAL

PUBLISHED ON EVERY



GAZETTE

JOURNAL &
ADVERTISER.

WEDNESDAY & SATURDAY.

Established 1823.

Charlottetown, P. E. Island, Saturday, February 9, 1856.

New Series, No. 316.

HASZARD'S GAZETTE,
Published by Haszard & Owen,
Queen Square,
Is issued twice a week, at 15s. per year.
AND CONTAINS,
THE LATEST NEWS, AT HOME & ABROAD.

Coach and Sleigh Making.

ROBERT MCINTYRE returns thanks for the patronage heretofore extended to him, and would inform the public, that he keeps on hand, and makes to order,—

Carriages, Wagons, Carts, Sleighs, &c.

Upper Queen Street,
October 18th, 1855.

Harness and Coach Hardware.

EDWARD DANA,

MANUFACTURER & IMPORTER
28 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. **SUPERIOR** malleable iron on hand, and furnished to order and pattern. Full assortment American Harness, Hardware. **PARTICULAR ATTENTION GIVEN TO ORDERS.**

A good Assortment of WILSON'S

Botanic Medicine

Thomsonian Preparations,

with full directions for

EARLY 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

NEW BOOK

Just issued from the Press of Haszard & Owen,
price 2s.

The Constitution of the Government of Newfoundland

In its Legislative and Executive Departments, with
Appendix containing the Rules and Orders of the
Legislative Council and House of Assembly by
JOHN LITTLE, Esq., Barrister at Law.

New Books!

HASZARD & OWEN have JUST RECEIVED
this day, per "Majestic," 1 case BOOKS, from
Edinburgh, among which, are a new supply of
CHAMBERS' PUBLICATIONS, viz., Chambers' In-
formation, English Literature,
Journal of Popular Literature, new series, Jan. to
July, 1855.

Pictorial History of England, 1st volume.—A History
of the People as well as of the Kingdom,
illustrated with many hundred Wood Engravings,
to be completed in 10 volumes.

Chambers' Pocket Miscellany. Tales for the Road
and Rail. Mathematics. Algebra. Geometry.
Arithmetic. Book-keeping & Natural Philosophy
and Science, in all its branches, &c.

Also, from Messrs. Oliver & Boyd,
Piton Latin Grammar; Edward's Latin Delectus;
Dymock's Grammar; Reid's English Dictionary;
Fulton's Johnson's do.; Hutton's Book-keeping;
Bridges' Algebra & Key; Key to Lambie's Grammar;
Morgan's Questions; Martin's English;
Morgan's French; Stewart's Modern Geography;
Cumming's Signs of the Times, urgent questions;
Protector's Discussion with D. French, Esq., &c.

AUCTION.

Dry Goods now Opening.

TO BE SOLD by Auction, on Tuesday 19th in-
stant, commencing at 11 o'clock, at the Store
lately occupied by **JOSEPH McDONALD, Esq.,** Queen
Street, a large assortment of—

DRY GOODS, &c.,

received on consignment from England, and will be
sold WITHOUT RESERVE, consisting in part of—
Grey and white Cottons, Regattas, striped Shirting,
Coburgs, Tartan Shawls in great variety, Handker-
chiefs, Fur and Cloth Caps, **READY-MADE**
CLOTHING, Cotton Warps, Haberdashery, to-
gether with a variety of Goods suitable for the season.

Also,
A few chests choice TEAS,
A few puncheons Porto Rico MOLASSES, &c.
Terms at Sale. **A. H. YATES,**
Charlottetown, Auctioneer.
Feb. 5, 1856.—Adv. Ex. & Isl.

LOST!

ON the day of the Bazaar in Charlottetown, (27th
December,) it is supposed in the Temperance
Hall, a Lady's GOLD CHAIN. Any person find-
ing the same and handing it over at this office, will
be handsomely rewarded.
February 1st, 1856.

School Books.

HASZARD & OWEN have now on hand the
various Books used in the District Schools.

Dwelling House and Land FOR SALE.

THE DWELLING HOUSE belonging to Mr. Tho-
mas Keoughan, and now occupied by Mr. Edward
Poor, Pensioner, adjacent to the Government Pond and
adjoining the premises of Mr. John Cavanaugh, Pen-
sioner. The above Freehold Property having a sub-
stantial HOUSE, 15 x 21 feet, and recently built,
will be found well worthy of attention. For further
particulars inquire of the owner, next door.
THOMAS KEOUGHAN.
Jan. 25, 1856.

FAIRBANKS'

CELEBRATED

SCALES,

OF ALL VARIETIES

Warehouse, 34 Kilby Street.

BOSTON.

GREENLEAF & BROWN,
AGENTS.

A full assortment of all kinds of weighing appara-
tus and store furniture for sale at low rates. Rail-
road, Hay, and Coal Scales set in any part of the
Province.
February 9, 1856. **Iy**

JUST RECEIVED, per Schr. 'SUPERB,' from
Halifax, and for Sale at **DODD'S BRICK**
STORE, a splendid

LOT OF TEA, SUGAR AND MOLASSES,
which will be Sold Wholesale and Retail.
THOMAS W. DODD.
Oct. 5.

Cigars! Cigars!!

40,000 SUPERIOR GERMAN CIGARS
received by the Subscriber on Con-
signment, and for sale at his Auction Mart, corner of
Queen and Water Streets.

The above Cigars are for unreserved sale, and will
be sold Wholesale and Retail, at very low prices.
BENJAMIN DAVIES.
Oct. 19.

Sky Light Glass For Sale.

HASZARD & OWEN have a good stock of the
above (such as is used in the United States for
Lighthouse in the Roofs of Houses), each sheet,
8 x 15 inches, and 1/2 inch thick.

Bricks! Bricks!

FOR SALE at the 3 Mile Run, Malpeque Road
and at the Store of
HASZARD & OWEN.

**MR. ROBERT STEPHENSON, M. P., ON RAIL-
WAYS.** On taking the chair for the first time
since his election as president of the Institu-
tion of Civil Engineers, on the 8th inst. Mr.
Stephenson delivered an address, in which he
described British Railways as spreading, like a
net work, over Great Britain and Ireland to
the extent of 8654 miles; in length exceeding
the ten chief rivers of Europe united, and
comprising more than enough of single rails
to make a belt of iron round the globe. The
cost of these lines had been £286,000,000, or
about one third of the amount of the national
debt. Already in two years, more than one-
fourth of 286 millions had been spent in the
war; and yet, how small were the advantages
obtained by it, in comparison with the results
secured by the railways. There were 50 miles
of railway tunnels, eleven miles of viaduct in
the vicinity of the metropolis alone, 550,000,
000 cubic yards of earthworks, the earth of
which would form a pyramid a mile and a half
in height, on a base larger than St. James's
park. Trains run 80 millions of miles annu-
ally, with a working stock of 5000 engines and
150,000 vehicles. In a straight line, the en-
gines would extend from London to Chatham,
the vehicles from London to Aberdeen. The
railway companies employed 90,400 officers and
servants; the engines consumed annually
2,000,000 tons of coals, so that in every mi-
nute of time, four tons of coals flashed into
steam 20 tons of water, an amount sufficient
for the supply of the domestic and other wants
of the town of Liverpool. The coal consumed
was almost equal to the whole amount ex-
ported to foreign countries and to one half of
the annual consumption of London. In 1854,
the railways conveyed 111 millions of passengers,
each travelling an average of twelve miles.
The old coaches carried an average of ten pas-
sengers and for the conveyance of 300,000 pas-
sengers, a day 12 miles each, there would have
been required at least 10,000 coaches and 120,
000 horses. In 1854, railway receipts amount-
ed to £20,215,000; and there was no instance
where receipts had not been of continuous
growth, even where portions of traffic had been
abstracted by competition or new lines. The
wear and tear was great. 20,000 tons of iron
required to be replaced annually; 26 millions
of sleepers annually perished; 300,000 trees
were annually felled to make good the loss;
and 300,000 trees could be grown on little less
than 5000 acres of forest land. The principle
of a renewal fund, to meet these annual de-
preciations, was, he said, questionable. After
a certain period in the history of every railway,
deterioration reached an annual average, and
as that annual depreciation became a charge,
as fixed and certain as the cost of the fuel, or
the salaries of the officers, it should be admit-
ted as an annual charge against receipts.

**MR. W. S. LINDSAY, M. P., AND THE PROGRESS
OF SHIPPING.**—At the annual meeting of the
Tynemouth Mechanics' Institution, held in the
Town-hall of that borough, on the night of the
15th, Mr. W. S. Lindsay delivered an address
upon the progress of shipping, and the impedi-
ments to the commerce of this country. He
gave a history of the rise and progress of the
mercantile navy of this country, and took a
review of the systems of protection and free
trade. Though protection had been properly
removed from shipping, many of those burdens
incident to a state of protection had still re-
mained. Recently, however, much had been
done to put shipping upon a fair and equal
footing. And amongst more recent measures
he alluded to the Act for consolidation of the
merchant shipping-laws, as likely to be of ad-
vantage to commerce; and he was happy to
state, that upon the first day that Parliament
would assemble, the Vice-president of the Board
of Trade would place upon the table of the
House of Commons a Bill, to be brought in by
the Government, for the abolition of cinque
port privileges, and the removal of those local
burdens, such as town dues, &c., upon ship-
ping, for lighting, watching, and paying tolls.
With those burdens removed, and taking ad-
vantage of the great scientific discoveries which
were constantly being brought under the notice
of practical men, he believed that the British
shipowner could compete with and beat the

world. He alluded to the folly of the govern-
ment of the day in refusing to open the coast-
ing trade, at the time that the navigation laws
were abolished; and as the American commer-
cial policy was that of strict reciprocity, de-
priving us of the privilege of trading between
the cities on the eastern seaboard of America
and California; and, as the latter-named state
was upon the highway to China, introducing
American clippers to compete with British
shipping there. In his (Mr. Lindsay's) opi-
nion, iron vessels would, to a great extent, su-
percede timber vessels, as they have the advan-
tage both in capacity, strength, and compac-
ness of material. He believed, that the most
important principle applied to navigation in
recent times was the application of the auxil-
iary screw to sailing vessels making long voy-
ages to India, as a vessel could by this means take
advantage of the trade winds and the strong
west winds off the Cape of Good Hope to sail,
and, on reaching the calms, could push herself
through them with her small engine, which
would not occupy much space or involve a
large expenditure of fuel. The failure of the
iron screw steamship companies which had
been established to trade with India might be
accounted for by the fact that they had not
taken advantage of the provisions of nature, as
displayed in those winds, but had attempted to
drive their vessels the whole distance with the
steam engines, which had caused a heavy ex-
penditure of fuel and great delay, by the vessels
being obliged to call at stations to coal.—The
lecture was very well received; which is say-
ing something for the progress of opinion, as
Tynemouth was the place, where the last rag of
the flag of protection was left flying by Mr. G.
F. Young and his supporters. Mr. Lindsay in
his short visit to Tynemouth has evidently
"played his cards well," and has done a great
deal to break down the opposition that was
threatening to imperil his seat.

LIFE IN THE CRIMEA.—A correspondent
writes from London that the British officers
in the Crimea appear to be preparing for a
gay winter. The 90th regiment is getting
out a billiard table. Many of the regiments
have established very fair messes. The
light division has ordered out a pack of
harrisers. The Crimea is said to be a won-
derful country for game, particularly hares,
woodcocks, and quails. Foxes are very
numerous, and are killed by the Zouaves
for the sake of their skins.

REWARDS OF MECHANICAL GENIUS.—It is
stated in the *Scientific American*, that the
right to a portion of Ward's patent shingle
machine was recently sold in Albany for
\$35,000. A portion of Robertson's sewing
machine had also been sold for \$30,000.
This is an invention which can be carried
in the pocket, and will enable a seamstress
to do in one day the ordinary labor of a
week. Machines of this kind are about to
be constructed in New Haven, Connecti-
cut, by the Messrs. Jerome, at \$10 apiece;
the manufacturers are now constructing the
machinery, and expect to sell to orders the
present month. Howe's patent sewing ma-
chine yields, it is said, \$50,000 for licenses
to use it, and Singer's machines put \$75,-
000 into the pockets of the owners. Rights
to the use of a corn-planter have been sold
to the amount of \$30,000. Clark's
patent pump sold for \$30,000. A portion
of the right to an apple-paring machine,
\$2000. Creamer's patent car brake, \$200,-
000. Such rewards as these for American
inventions are certainly stimulating to me-
chanical genius, and the only wonder is
that there are not ten mechanical inventions
where one now exists, when there is so wide
a field for its exercise in almost every de-
partment of business.