

**Molasses, Candles, Apples, Confectionery, Onions,**

**Tea, Crockeryware, Chinaware, &c. &c.**  
**TO BE SOLD** by Auction, on **TUESDAY**,  
 29th instant, at 11 o'clock, at the subscriber's  
 Sale-room, Queen-street—  
 5 puncheons **MOLASSES**  
 15 boxes **CANDLES**,  
 From 10 to 50 barrels prime **APPLES**  
 10 bbls. prime **ONIONS**  
 400 assorted Confectionary  
 10 boxes **Saleratus**  
 40 boxes very fine **Raisins**  
 10 chests English Breakfast **TEA**  
 20 chests and half chests Congo do. (superior  
 article)  
 25 rooms Wrapping Paper  
 3 doz. superfine Fur **CAPS**  
 6 boxes thick **BOOTS**  
 20 do. **SOAP**  
 A lot of Cooking, Franklin and Air-tight  
**STOVES, &c. &c.**  
**JAMES MORRIS, Auctioneer.**  
 Charlottetown, Jan. 21.



**American House?**

**THE** Subscriber in closing up his present business  
 in P. E. Island, respectfully requests all parties  
 who are indebted to him, to hand over, on or be-  
 fore the **FIRST OF JANUARY NEXT**.  
**JOHN GIBSON.**

December 13.

**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, 3s.  
 Morocco, 4s 6d.  
 Minion 32mo. Roan, Embossed, Gilt Edged, 3s.  
 Nonpareil 32mo. 3s.  
 Fica 24mo. 5s 6d.  
 8vo 9s.  
 Calc. 12s 6d.

**NEW GOODS.**

Fall 1855.

**PER** Ships *Isabel* and *Majestic*, from Liverpool,  
 and *Sir Alexander* from London, the Subscri-  
 bers have received—

**306 Packages British & Foreign Goods,**  
 and 10 Tons **BAR IRON**, carefully selected by one  
 of the Firm, which, with their Stock on Hand, they  
 can confidently recommend to their customers, and  
 the public, as Goods of the best description, at very  
 low prices, for prompt payment. Wholesale Pur-  
 chasers will find it to their advantage to select from  
 this **STOCK**, which consists of—

- 7 Cases, 3 bales Ready-made **CLOTHING**,
- 8 Trunks Boots and Shoes,
- 56 Chests, and 20 half do. prime Congou Tea,
- 25 cases Ladies' Dress Materials,
- 15 do Silks, Velvets, Plushes, Trimmings, Rib-  
 bons; Haberdashery, Hosiery, &c., &c.
- 5 cases Townsend's Hats and Caps,
- 1 do Brushes, 1 do Toys, 2 do Gloves,
- 4 bales Cloths, 1 bale Wadding, 2 do Shawls,
- 4 do Cotton Warp, 25 boxes Soap,
- 7 packages Paints, Oils, Varnishes, &c.,
- 30 do **IRONMONGERY**,
- 2 cases Jewelry and Fancy Wares,
- 2 do Oil Floor Cloth, 2 do Furs & Fur Caps,
- 3 bales Carpeting and Woolens,
- 6 do Linen Diapers, &c.,
- 2 do grey Calicoes, 3 do. white Calicoes,
- 2 do striped Shirtings,
- Packages Rice, Ginger, Currants, Raisins, crushed  
 Sugar, Mustard, Blue, Indigo, Starch, Wash-  
 ing and Baking Powders. Ten Tons assorted  
**BAR IRON.**

Oct. 26th.

D. & G. DAVIES.

**AMERICAN HOUSE.**

**Fall Stock Completed.**

Per *Dancing Feather*, *Mary Jemina*, and *Mary  
 Ann*.

FROM BOSTON AND HALIFAX.

**BY** the above ships, the subscriber has just finished  
 his **FALL IMPORTATION**, comprising (besides  
 his large stock already advertised) as follows:

- 80 chests Tea—warranted good,
- 12 puns Molasses, 4 hhd. Sugar,
- 50 boxes Raisins, 100 sides Sole Leather,
- 60 Stores, 25 bbls. Apples, 4 cwt. Cheese,
- 10 doz. Brooms, 10 do. Falls, 3 casks Fluid,  
 Newell's Patent safety Lamps and Lamp  
 feeder, in a variety of styles,
- 10 bbls. Nuts, 20 do. Crackers and Pilot Bread,
- 2 bales Buffalo Robes, &c. &c.

The whole forming a most extensive stock, and  
 from the variety in the different articles, and mode-  
 rate charges, is well worthy of attention.

**AMERICAN HOUSE, Grafton Street.**

**W. B. DAWSON.**

Dec. 13.

**CHEESE! CHEESE!!**

**JUST** received from Boston, a further supply  
 of excellent quality, at the **KING GEORGE HOUSE**  
**Dec. 13.** in **DEER & SON.**

**SALE OF SHIPS AT LIVERPOOL.**

(From *Wilmers' European Times*.)

We beg to lay before you as usual at  
 this season, our statistics of the past year's  
 business in the sale of ships, and, notwith-  
 standing it shows a less result than that of  
 1854, still we regard it as highly satisfac-  
 tory,—making due allowance for the  
 general interruption most branches of com-  
 merce have suffered from our protracted  
 war, the increased price of money, &c.,—  
 and, though the demand for the transport  
 service, which, in 1854, employed so much  
 tonnage, has continued, it has been chiefly  
 confined to steam-ships, to the neglect of  
 sailing vessels, except in cases of direct  
 charters to convey stores to Constantinople  
 and the Black Sea.

We stated to you last January, and at  
 the same time explained the cause "that  
 from the month of September to the middle  
 of December, there were but few transac-  
 tions to report;" however, with the new  
 year the demand for tonnage was resumed,  
 and has continued without any considerable  
 interruption in the face of those depressing  
 influences we have referred to, as well as a  
 tardy and somewhat capricious improve-  
 ment in freights. It is a little anomalous  
 that the most marked improvement in prices  
 took place between September and Decem-  
 ber, during which time the rate of discount  
 advanced from 4 to 7½ per cent.

As if to compensate for some disadvan-  
 tages, circumstances of great interest and  
 permanent benefit to the ship-builder and  
 ship-owner have arisen, which have contri-  
 buted in no small degree to produce the  
 result we have here to record. When the  
 measure of admitting foreign ships to Brit-  
 ish registration free of duty was before the  
 country, it met with the strongest opposi-  
 tion from parties who urged that we should  
 be inundated with tonnage from the innum-  
 erable building stations in the United  
 States of America, from the Baltic, and  
 elsewhere, which, coming into competition  
 with British and Colonial Ships, would  
 seriously cripple, if not wholly destroy our  
 building-trade,—how far this fear was well  
 founded, four years' experience of the work-  
 ing of the Act of 1851 will answer. Of the  
 few American Ships that have at times  
 been placed upon this market, the most  
 have been withdrawn for prices it was  
 impossible to obtain, and under which  
 limits the owners could not afford to sell  
 them, and in every case considerably  
 above those of our best plantation ships.  
 With the Baltic even less business has been  
 done. We have had several commissions  
 from Bremen, Lubeck, &c., and, notwith-  
 standing these ships have much to recom-  
 mend them both as to model and material,  
 yet the prices looked for remove all fear of  
 competition from this quarter.

These facts tell what the repeal of the  
 Navigation Laws has not done. We now  
 desire to explain to you what the new  
 Navigation Act has done. Following the  
 policy of this country, the United Kingdom  
 of Sweden and Norway has removed en-  
 tirely the duty upon British and Plantation  
 ships purchased for their market, and the  
 merchants of these countries finding they  
 can purchase cheaper here than elsewhere,  
 have become our valuable and respected  
 customers. The amount of tonnage we  
 have sold this year for Scandinavian account  
 is very considerable, and nothing can be  
 more satisfactory than our transactions in  
 this new market.

We have also to direct your attention to  
 a recent Act (October) of the French gov-  
 ernment admitting, for a limited period,  
 British and Colonial ships to French own-  
 ery, at an *ad valorem* duty of 10 per cent.,  
 and which privileges our neighbours have  
 availed themselves of to some extent.  
 Contemporaneously with this boon, we have  
 to direct you to the facilities now offered  
 for classification in the Bureau Veritas or  
 French Lloyd's, that society having formed  
 a branch here, and appointed a surveyor  
 for the port who combines with thorough  
 knowledge as much painstaking considera-  
 tion as is consistent with his please-no-one  
 duties.

The number of ships that have changed  
 hands in the year is 601, equal to 277,605  
 tons, against 730—380,000 tons, in 1854.  
 Of these 84 are British, equal to 37,072 tons,

against 83, equal to 31,386 tons in 1854, and  
 23 are foreign, equal to 17,635 tons.

The number of new Colonial vessels that  
 have arrived in Liverpool and been register-  
 ed, or are in course of registration, is 102,  
 equal to 70,191 tons, against 123—128,094  
 in 1854, showing a decrease of 21 ships, or  
 58,088 tons, on the return of last year; and  
 making the average of each vessel 685  
 tons.

The number of British ships sold to for-  
 eigners is 51, equal to 17,387 against  
 20—9462 tons in 1854, showing an increase  
 of 31 ships or 7925 tons.

The number of ships built and launched  
 here the past year is 40, equal to 14,474  
 tons, of which 17 are wood, equal to 2614  
 tons, and 23 are iron, equal to 11,860 built  
 for the most part to order. Of British  
 second-hand ships very few have appeared  
 on the market, although there has been a  
 regular and constant enquiry for them, and  
 in every case of sale excellent prices have  
 been obtained for such as have had a few  
 years of unexpired A 1 class; those from  
 500 to 700 tons have been in the greatest  
 demand; there is also abundant enquiry for  
 small coasting vessels, from 80 to 200 tons,  
 adapted for taking the ground, and that  
 will shift without ballast.

There is not much alteration in the  
 prices of British-built ships from last year.  
 Tyne-built 13 years A 1 class, with Baltic  
 outfits, and not coppered, can be purchased  
 at from £16 to £17 per ton; Cumberland-  
 built, of same class, from £19 to £22.  
 Inferior class in like proportion.

Screw steamers of all sizes, being in  
 good working order, are much demanded,  
 and but few offering.

Colonial-built ships may now be quoted  
 as follows: Very superior St. John's, Mira-  
 michi, and Quebec, to class 7 years A 1,  
 at £7 10s to £8 5s; ordinary £7 to £7 10s;  
 those classing 4 years £6 10s; inferior  
 £5 to £5 10s.

Prince Edward Island and Nova Scotia—  
 some few have sold remarkably well—say  
 from £6 10s to £7; the majority are worth  
 from £4 to £5 15 per ton.

From the United States, the returns show  
 an extraordinary decrease compared to that  
 of 1854, the compiler in New York accom-  
 panies them with this remark—"The past  
 has been a year of depression unexampled  
 within a generation in the ship-yards. It  
 is evident little will be done on speculation.  
 The ships building now are for some specifi-  
 c and ascertained purpose." Including  
 sailing and steam-vessels the returns in  
 1855 are 37—29,867 tons, against 108—  
 81,300 in 1854. On the stocks at close  
 17—21,730, against 16—20,033 in 1854.

We are obliged to direct the attention of  
 the Quebec and Richibucto builders to the  
 half-finished, half-trec-nailed condition in  
 which many of their ships are turned out of  
 hand, not only in the hull, but also in the  
 masting, which in the majority of cases is  
 so defective as to cause them to be either  
 condemned, or subjected to such large  
 alterations as vastly increases the cost of  
 classing. In all details, the majority of the  
 St. John's and Miramichi are superior.  
 This arises, probably, from the fact that  
 Lloyds have issued no rules for "masting,"  
 merely requiring that they shall be, as  
 well as the rigging, "in good order;" both  
 may be in good order, but deficient in size,  
 which is much too often the case. To take  
 advantage of this is bad policy, and acts  
 against themselves, both in the prices their  
 ships bring, and by injuring the sale of  
 really good vessels, entitled only to similar  
 class, beside which, it leads to many mis-  
 understandings between the sellers and the  
 purchasers when they sold with a guarantee  
 of class.

To Pictou and Prince Edward Island  
 build the same remarks apply. Many of  
 them come here with old rigging and old  
 ground tackle. It appears almost hopeless  
 to remonstrate with these builders, who  
 continue to send here for sale vessels, that  
 seem to be modelled without any object,  
 indifferent in finish, of low class materials,  
 and unfitted for the only trade their size  
 and class will suit; some half-dozen making  
 a happy exception to the general rule,  
 have sold quickly and at good prices, as  
 high as £7 for 4 year class, which should  
 satisfy these gentlemen how much they  
 compromise their own interests by this  
 continued slop-style of work.

The total number of ships in course of  
 construction in our North American Colo-  
 nies, and which may be looked for in all  
 this year, is as under (not including Coast-  
 ers, of which there is a considerable number  
 expected from Prince Edward Island, Pic-  
 tou, &c.):—At Quebec, 17—17,850 tons;  
 St. John's, 19—20,600; Miramichi, Res-  
 tigouche, &c., 14—11,100—making a total  
 of 50 large ships, equal to 49,550 tons.

The return of ships in the employment of  
 our government up to the first of August,  
 including steam and sailing vessels, is 208,  
 equal to 207,389 tons.

The provisions of the New Registry Act  
 (part 2 of the Merchant Shipping Act 1854),  
 which came into operation on the 1st of  
 May last, have for the time, and may con-  
 tinue until parties become more acquainted  
 with the changes introduced, to affect our  
 transactions. It is not now compulsory for  
 ships to be registered anew on an entire  
 change of ownership; and registry anew  
 cannot be granted on such change except  
 at the existing port of registry, without  
 going through the complicated process of  
 transferring their registry from one point to  
 another.

In the case of Colonial vessels, it was  
 found necessary to appeal to the Board of  
 Trade for time to be allowed to enable  
 parties who were not prepared with the  
 document required by the new Act, to dis-  
 pose of the ships in hand; and, therefore,  
 it may be advisable to remind those en-  
 gaged in the Colonial trade, that it is essential  
 in the case of such vessels coming over for  
 sale, and which had not been registered  
 there, that the builder's certificate be en-  
 dorsed with a pass signed by the Governor,  
 or his *locum tenens*, and when registered  
 there, that in order to obtain registry  
 anew in this country, they be accompanied  
 by a certificate of sale, or statutory power  
 of Attorney, which being an official docu-  
 ment, and exhibiting the true ownership  
 and interest, is thus designed to afford to  
 purchasers the most perfect security. In  
 the same way the document will be found  
 very useful in facilitating the sale of British  
 registered vessels abroad.

The new mode of measurement has con-  
 siderably decreased the tonnage of vessels  
 to which it has been applied, the average  
 being, about 7 per cent. We believe the  
 prospects for the year are good, and that  
 prices may become more remunerative to  
 the builders, especially for those of from  
 700 to 1000 tons, which at all times sells  
 better and more quickly than overgrown  
 ships of from 1400 to 2000 tons, which  
 cannot hold their fastenings when stagger-  
 ing under a weight of cargo that would  
 sorely try the best hardwood ship that can  
 be built.

**SWEDISH WARLIKE PREPARATIONS.**—The Sweden  
 Armada and Military establishments are actively  
 employed in the preparation of every kind of  
 warlike material. The Finances have been  
 managed with such economy, that the Govern-  
 ment has several millions of thalers in hand, all  
 of which are to be devoted to fully equipping  
 the army and navy. The Danish Government is  
 reported to have given its consent to the estab-  
 lishment of depots of all kinds at Kiel, for the  
 service of the English fleet, which is expected  
 there in April next.

**DISEASES OF THE LIVER.**

When the celebrated Dr. Rush declared  
 that drunkenness was a disease, he enunciated  
 a truth which the experience and observation of  
 medical men is every day confirming. The many  
 apparently insane excesses of those who indulge  
 in the use of spirituous liquors, may be thus  
 accounted for. The true cause of conduct, which  
 is taken for intonation, is very frequently a  
 diseased state of the Liver. No organ in the  
 human system, when deranged, produces a more  
 frightful catalogue of diseases. And if, instead of  
 applying remedies to the manifestations of disease,  
 as is too often the case, physicians would prescribe  
 with a view to the original cause, fewer deaths  
 would result from diseases induced by a deranged  
 state of the Liver. Three-fourths of the diseases  
 enumerated under the head of consumption, have  
 their seat in a diseased Liver. (See Dr. Gunn's  
 great works.)

Purchasers will be careful to ask for Dr.  
 M'Lane's Celebrated Liver Pills, and take none  
 else. There are other Pills, purporting to be  
 Liver Pills, now before the public. Dr. M'Lane's  
 Liver Pills, also his Celebrated Vermifuge, can  
 now be had at all respectable Drug Stores in the  
 United States and Canada.

**W. R. WATSON, Agent for P. E. Island.**