gow, to which Mr. Gough in the course of his reply said: "In going from this hall, where I have stood so often, I go with the full expectation of meeting you all again.—(Great cheering.) I go to America to rest for a short time, and intend to return and stay three years among you; or, if Providence should open the way, I may stay five years." (Loud cheers).

TERRIBLE EARTHQUAKE IN NEW ZEALAND.—Private letters from Wellington, New Zealand, dated February 12, give the details of the earthquake at Wellington. The first shock occurred at 9 p. m., without any previous warning, and more or less injured every stone or brick building in the town, hardly leaving a single chimney standing in the whole place.

The branch of the Union Bank of Australia, the gaol and the Government House suffered the most. Although the alarm and destruction of property were great, only one life was lost. The shock continued at intervals for several days, but none were so severe as the first.

It is expected that by the 20th of June, every available man in Britain belonging to Infantry Regiments will have been embodied for war.

The screw-ship Severn is finished, and will be the next vessel launched from her Majesty's dockyard, Chatham. She carries fifty guns.

AMERICAN ITEMS.

A SHOWER OF FROGS.—About five o'clock on Wednesday morning there was quite a heavy shower near Middleton, Ohio. After the shower, it was perceived that the ground was completely covered with little frogs or toads about one inch long, which had evidently been rained upon the earth, and strange to say they appeared all to be alive and kicking.

CHOLERA AT NEW ORLEANS.—The telegraph reports that the cholera has been declared epidemic at New Orleans. New Orleans papers of the 26th ult. record several sudden deaths from cholera. Among them are Mons. Godard, the celebrated aéronaut, who was alive and well on the night of the 25th, and a corps the next morning; Hugh Grant, a well-known engineer, and late city surveyor, who died after a few hours' illness.

DISTRESS AT NEW ORLEANS.—The New Orleans Delta, of the 25th ult., says there had not been a drop of rain there for nine weeks; and the Bulletin says, the substitution of river water for rain water, as a beverage, has been attended with serious effects. Half a million of gallons is given to the poor of the city every day, by the city authorities.

A letter from Mathewtown, Inagua, of April 18th, says, that heavy rains have destroyed the prospects for salt for the next few months. About 60,000 bushels were then on hand at twenty-five cents.

SOUTH CAROLINA.—A correspondent of the *Journal of Commerce*, writing from Edgefield, South Carolina, under date of May 30, says that everything was very favorable for the farmer in that section of the country. The cotton and corn were growing very rapidly. There has been raised a good crop of wheat, part of which had been already harvested and converted into flour Vegetables of all kinds were doing well, and there is a prospect of a heavy yield of fruit.

The Lake Superior country is rich in minerals and lumber. The population is rapidly increasing, and the facilities of transportation are now so complete that large accessions will undoubtedly be made to the inhabitants, especially in the mineral region.

We learn that the New York, Newfoundland and London Telegraph Company, have completed arrangements with the existing Telegraph Companies in Maine and New Brunswick for transmission, of the business in the meantime between St. John's, Newfoundland, and New York, and at an early period for the messages to be conveyed across the Atlantic, from Galway to St. John's by a submarine wire. The cable to connect Newfoundland with Prince Edward Island is now on the way out, and it is expected that all between Newfoundland and New York will be in working order by 1st August.

It can scarcely be expected that much beyond the Newfoundland business can be done before the completion of the line across the Atlantic. It is said that the Company, which is represented by some leading men in New York, will be able to induce the Collins steamers to call at St. John's and leave the news; if this is so, at least four days will be gained, but we doubt if these valuable steamers, with full complements of passengers, will risk making two ports for the mere purpose of anticipating their own intelligence. We think no time should be lost in getting the cable across the Atlantic, which the recent success in connecting Varna with Balaklava, a stretch of 500 miles, has put beyond question.—*New Brunswick Courier June 9.*

HASZARD'S GAZETTE.

Wednesday, June 20, 1855.

THE NEWS.—By the arrival of the *Lady Le-Marchant* yesterday, we have a confirmation of the news published in our last issue, in regard to the success of the Allied Armies. We confidently expect that we will have an English Mail this evening, which will put us in possession of the particulars of the several engagements.

WE willingly copy from the *Islander*, a description of Mr. Scantlebury's Steam Engine, although we had ourselves given an account of the same premises when the Engine was first set in motion. Since that time two saws have been added—a vertical and circular—together with a steam box, for enabling the workmen to give the requisite curve to the ends of gig shafts, sleigh runners, &c. The whole is highly creditable to Mr. Scantlebury, and affords an additional proof, that we are making some progress in turning the industrial resources of the country to a profitable account. It is but thirty years since, that if a carriage other than the common cart was required, it was necessary to send to Britain or the neighbouring Colonies for it. Now there are coach and wagon builders in all parts of the Island who are enabled to turn out work of the most creditable description, and as good a carriage of Island make as any one need want, may be had, if he be willing to pay a fair price for it. And thus it will be, we trust, at no distant date, with every other species of manufacture. Our Legislature is, however, extremely short sighted in not including steam, and other labor-saving machinery, in the list of articles exempt from duty. We are the last to advocate class legislation of any kind—Free Traders in the most extensive sense of the words; we would nevertheless make a distinction between putting obstacles in the way of improvement and giving bounties. The importation of printed books is free, and properly so; subjecting them to a duty is laying a tax upon knowledge and literature, and would tend to obstruct the diffusion of both. In all new countries, the great obstacle to extensive improvement is, the difficulty of procuring labor at a sufficiently low rate. Now, the importation of Steam Engines has as decided a tendency to benefit the country into which they are introduced, as if so many industrious labourers were imported as the machines do the duty of, and with this advantage, that the unseen labourers of the Steam Engine require neither food nor raiment. They work up a great deal of material that would otherwise be lost, and by making articles of home manufacture cheaper, enable the inhabitants to supply themselves with a larger proportion of foreign produce or manufactures, thereby indirectly contributing more to the amount of the Revenue than would be subtracted from it by the remission of duty. In almost all cases, where an attempt is made to substitute mechanical labor for manual, the experiment is attended with a certain degree of risk of failure, hence it becomes necessary to calculate the cost to a fraction, and a duty of five per cent. added to the interest of the money, and various other expenses, all of which must be incurred long previous to any profit being made, is quite sufficient to make a man pause, before sending an order for labor-saving machinery of any sort, and we are satisfied that it does and will continue to impede the march of progress. It is a great mistake to suppose that they stand in the same category with merchandize. In the importation of goods, every merchant adds the duty to the price of the article, and something more, to reimburse himself for the outlay of capital, and the customer pays it. In the importation of machinery, the reverse is the case, the duty is an addition to the sunken capital, upon which the importer must pay interest, which must likewise be added, until the profits of the undertaking are such as to liquidate both, and this may not happen for years perhaps, as in the case of the Gas Company. It would in every point of view, be more politic, we think, to encourage the importation of labor-saving machines, by removing the duty, than discourage enterprise by retaining it. The whole tariff requires revision. Books, as we before stated, are imported duty free. Printing paper, types, presses, ink and machinery are all taxed, thus affording a bounty, and a very considerable one, to the foreign printer, at the expense of the domestic one. The proprietor of this paper has already imported a printing press, the motive power of which is animal labor. This is attended with inconveniences and expense, and he is about to substitute the power of steam in place of the other. Let him, however print as many books as he will, he pays five per cent. more than he could have printed the same book for in the United States. And this he must lose, as all other things being equal, the book can be sent here at a cost of five per cent. less than he can afford it. We do not want to see books taxed; on the contrary, we would take off all restrictions, and remove all impediments to the free course of learning and knowledge, and we would have the materials of book-making equally free of duty with the books themselves, thus by the printing of cheap books, aiding and extending the benefits of free education. Take another instance: a fuller and dyer imports machinery for the better and more perfectly dressing and dyeing cloth, he is charged a duty on both the machinery and dye stuffs; cloth, however, may be sent from here to Nova Scotia or New Brunswick, and when dressed and dyed, these are imported duty free, what is this, but giving the Nova Scotia workman an indirect bounty. Let us not be understood however, as wishing to prevent people from sending their cloth abroad, if they think it can be better dressed there than here, but do not encourage the sending cloth to be finished out of the country. Enable, on the contrary, the Island workmen, by the aid of better machinery, to excel the Novascotians, and you will reverse the process and have strangers sending their cloth to be dressed here. We shall return to the consideration of this important subject at some future period.

SCANTLEBURY'S STEAM SAW MILL.

"You may know where a Steam Engine is by the height of the chimney and the volumes of black smoke that occasionally belch from it, but to ascertain what astonishing effects steam is capable of producing, it is necessary to make a more minute inspection. We went over Scantlebury's establishment a few days since, in company with a friend, and were surprised to find that a concern so extensive existed in Charlottetown. On entering the premises the first thing that met the eye was a large log, attached to a chain, making its way across the yard to an adjacent building; this we followed until we saw it carefully deposited alongside a number of others similarly placed, and ready to be submitted in turn to the action of a vertical saw, which was then in the act of cutting a 14-inch log into 4-inch plank. One of these planks was then placed on a long moveable table, having a grove or slit through the centre, a number of rollers being set in motion, propelled the plank towards a circular saw, moving at the rate of 1500 revolutions in a minute, and in a few seconds reduced the plank into four inch scantling. Nothing could exceed the comparative quietness and ease with which these operations were performed. On leaving this portion of the works we were shewn into an enclosed apartment—the other was open on the side next the yard—and here we saw the engine, not a very large one, but compact and well put together, working in a very small space—we observed a narrow vertical saw cutting felloes, for wheels, out of 2½ or 3 inch plank. If one wished to witness the superiority of engine labor over manual, he could not have a more convincing proof than this adaptation of a saw to the action of machinery. Before a man could have cut one felloe, in the ordinary way, by a hand-saw, this, guided by a single man, would have converted a plank 12 feet by 14 inches into as many felloes as it could contain. Every one who has seen the operation of compass sawing—we believe it is termed—must be aware of the difficulty the operator has in keeping the saw true to the curved line, independently of the severity of the labor and the tediousness of the operation; all this is here avoided, and the article is turned and so truly cut that the plane, drawknife or spokeshave had little to do but smoothing and rounding off. Adjoining this was a lathe for turning iron, and an axle was in the process of being completed. A small grindstone underneath the lathe served to sharpen the workman's tools, which, when applied to the iron, took off from it thin ribbons with the same ease, apparently, as if the article had been lead. On the bench, and at a little distance, a stout block of wood was being turned into the nave of a wheel, and in a parallel line another workman was turning bed posts, from the scantling previously prepared by the vertical and circular saws. The slabs from the logs and the other refuse serve for fuel to the engine. There was a larger grindstone, about 4 feet in diameter, but this has not yet been put in gear. We must not forget that a blacksmith's shop, having five forges—three of which were in use—composes part of the premises in which the iron work necessary for the gigs, carts and waggons, which are the staple of Mr. Scantlebury's trade, are made and fitted. We saw several gigs in the various stages of manufacture; they were rather stouter and more substantial than those we see imported from the States, but this we think is in their favour, considering what rough roads they will probably have to encounter. On the whole we were highly pleased at this manifestation of the proper spirit of adventurous industry, for we do not in the least doubt that it will meet with its due reward. We are beginning at last to awake up and endeavour to keep pace with the rest of the world. In fact, it has become absolutely necessary so to do, unless we would sink into the most abject insignificance. We are glad to see steam beginning to be more extensively used, and we trust that Mr. Scantlebury, and all who are availing themselves of its powerful aid, will be well repaid for their exertions.

P. S.—Since writing the above, we learn that Mr. Scantlebury has attached to his machinery a Steaming Box, for the purpose of bending shafts for gigs, sleighs, &c.

NOTES BY THE WAY.

(continued.)

The greatest attraction in the city when we were in St. John, was the recently erected Drug Store of Messrs. Fellows and Co. We saw nothing of the kind that surpassed it, this side of New York, either in the elegance of the design or the taste displayed in the interior fittings. The front of the building is made of nicely finished pressed brick, faced with stone, the lower story displaying as great a surface of plate glass as it can contain with safety and without impairing the strength to the building. On entering we find the floor laid with marble, and the tops of the counter of the same material but of finer texture and more beautiful polish, the shelves are arched over, and are surmounted by a very pretty moulding, and in niches at the ends of the arches are placed, small but appropriate figures. A small fountain throwing a jet of water into a reservoir containing some very beautiful little gold fish, graces one of the windows, this with the marble floor could not fail to make the place feel cool on the hottest day. Then again we have a Fresco painted on the ceiling, consisting of flowers amid which is suspended a smiling cupid with a rosebud in his hand. The whole shop is painted with the purest white, and the bottles, the most handsome we ever saw were lettered with appropriate devices in a crescent placed upon them obliquely. The effect of all these decorations is heightened by a beautiful mirror at least six feet high and four wide, placed at the end of the shop which multiplies every thing and makes the shop appear twice its actual size. Mr. Fellows and his son deserve a great deal of credit for their enterprise and we believe they are being rewarded by an ample share of the business in their line. Our old friend Mr. Fellows is well known here and his son Mr. James Fellows is a fine active young man and is spoken very highly of and generally esteemed for his blandness of manner and attention to business. We called upon nearly all our brethren in the trade who we found without exception very kind and attentive, in shewing us not only their improvements in the business but in taking us over the city. We went to see Mr. R. Rankin's Steam Biscuit Manufactory a work of great novelty and of particular utility in a port at which so many ships are arriving and departing from continually. We will try and give our readers a description of it.

Having ascended to the second story, we found large quantities of flour stored there which workmen were emptying into a bin and separating from any hard lumps, the flour was then lightly shoveled under a sprinkler which moistened it sufficiently to work up into dough, near this heap an archimedean screw rapidly revolved which kneaded the dough far better than could be done by hand, and as we were told in one twentieth the time, the dough thus treated passed through a shoot to the lower floor, here a large mass of it was subjected to the presure of a heavy sugar loaf shaped roller (in common use in bakeries) which flattened it sufficiently to run it through the iron rollers which were driven by steam, it was several times passed through these rollers and then delivered over to another workman, who again submitted it to the action of rollers which brought it to the right thickness for cutting into biscuits, a strip about two feet in breadth was laid on an endless revolving cloth, which carried it under the cutter, where it was punctuated and marked off to the desired size and shape, and carried on the same cloth to within a few feet of the oven. The Baking was by far the most novel process, and would require to be seen to be appreciated. Through a long cylindrical brick oven an endless wire cloth travelled of about four feet wide, and protruded about the same distance beyond each end, the biscuit was placed on this endless web, and being slowly carried through was found to be perfectly and uniformly baked by the time it made its appearance at the other end where it dropped off the web into baskets placed to receive it. The speed of the web was regulated according to the description of biscuit, and guages were also attached to regulate the heat of the oven; for common ship-biscuit it took about 25 minutes. The baskets of biscuits were then carried up into the third story and packed, and placed over the oven in order to dry the bread thoroughly so as to prevent its moulding.
