

HASZARD'S GAZETTE

FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

Established 1823.

Charlottetown, Prince Edward Island, Saturday, September 24, 1853.

New Series, No. 71.

Hazard's Gazette.

GEORGE T. HASZARD, Proprietor and Publisher. Published every Wednesday and Saturday morning. Office, South side Queen Street, P. E. Island.

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Mail Steamer "Fairy Queen."

W. R. BULYEA, Commander. The Steamer Fairy Queen will, commencing on the 19th inst., leave Queen's Wharf for Bedouin and Rhodius, at 12 o'clock noon, instead of the Evening, as heretofore. Charlottetown, Sep. 8, 1853.

Summer Arrangement of Mails.

THE MAILS for the neighboring Provinces will be made up until further notice every TUESDAY and THURSDAY NIGHT, at Nine o'clock, and forwarded via Pictou, and the MAILS for England will be closed upon the following days at the usual hour.

Tuesday, May 10,	Tuesday, August 2,
" " May 24,	" " August 16,
" " June 7,	" " August 30,
" " June 21,	" " Sept. 13,
" " July 5,	" " Sept. 27,
" " July 19,	" " October 11,

Letters to be registered, and Newspapers, must be mailed half an hour before the time of closing.

THOMAS OWEN, Postmaster General. General Post Office, April 30, 1853.

Georgetown Mails.

THE MAILS for Georgetown will further notice will be made up and forwarded every Monday and Friday morning at nine o'clock.

THOS. OWEN, Postmaster General. May 2, 1853.

J. S. DEALY, COMMISSION MERCHANT AND Ship Broker,

No. 7, SOUTH STREET, NEW YORK.

Freights and Vessels procured, at short notice for Europe, the British Provinces, West Indies, Australia and California. Berths secured for the latter places.

FOR SALE, a staunch clinker built BOAT, to suit a foot coal. She has lately undergone a thorough repair, and is now in good condition, perfectly tight, and sails remarkably well. For further particulars apply at Haszard's Gazette Office. July 11, 1853.

BAZAAR.

THE Christian Public are hereby notified, that the Ladies of the BAPTIST CHURCH and congregation worshipping in the Baptist Church, in Charlottetown, purpose holding a BAZAAR in the early part of the ensuing autumn, to aid in raising funds for the erection of a Tower and Porch to the said Chapel.

Contributions in donations or work, will be thankfully received by either of the undersigned Committee.

Mrs. W. BARNSTAD, " J. MCGREGOR, " D. WILSON, " J. WEATHERY, " J. SCOTT, " J. LOVY, " T. DERRIBAT, " S. T. RAND, " J. CURRY.

Charlottetown, 30th July, 1853. (All papers.)

Saint John Sale Stables.

M. A. CUMMING, Veterinary Surgeon, begs to inform the public that he has opened a Sale Stable, to dispose of, that he is about to open a Sale Stable, whose premises near the Catholic Chapel, head of King's Square, St. John; where Horses will be kept ativery, and bought or sold on commission, to aid in raising funds for the erection of a Tower and Porch to the said Chapel.

Halifax, 19th July, 1853.

ARCHIBALD SCOTT, Esq. As the Agent of various Fire Insurance Companies, I beg to bring under your notice my PATENT ARTIFICIAL SLATE. This composition has been upwards of three years actively used in New Brunswick, Newfoundland and Prince Edward Island, the Canadian and Nova Scotia, principally for covering shingled roofs, as you will perceive by the accompanying circular of certificates. It has been severely tested, and proved most successfully in fire proof qualities under extraordinary circumstances; so much so, that I am of opinion that Fire Insurance Companies should encourage its general application to all kinds of wood building (where the cost would be no objection to its being used, such as the back walls of dwellings in the city, out houses, ware-houses, &c., as well as the roofs) by lowering the premium of insurance on such buildings as are covered.

WILLIAM FORGAN.

Having the honor to be, Sir, Your obedient servant, J. W. ROSS, Patentee and Manufacturer. Halifax, 14th July, 1853.

ARCHIBALD SCOTT.

John Ross, Esq. Halifax.

Hazard's Magazine for September.

Number 100. Price 25 cents. Sent by mail on receipt of the price.

THINGS TALKED OF IN LONDON August 1853.

"Je m'ennuie" said the traveller, when asked what he did with himself during a rainy week at Potsdam; and multitudes of our metropolitan ladies say the same of the past few weeks, especially such as are of a migratory habit. People grow weary of the protracted session, and liken themselves to Marianne in the moated grange: the end of the present month will, however, find them all dispersed, the brief respite accorded to the grouse will be over, and London will be left to the sighing sympathies of a 'last man' or two' and the regrets of retail-dealers. The time was not altogether lost with our legislators, for they did some things, and talked about others. They recommended, for example, through a committee, that the decimal system should be adopted in our currency, the pound to be taken as an integer, divisible into 1000 fractions. A capital recommendation—one that does honour to the collective wisdom; and may it be speedily realised! They did something towards promoting education, with a sidelong glance at the removal of abuses in endowed schools, and they mean to try in earnest what can be done in the way of reforming juvenile offenders. Of these, the number under seventeen years of age brought before the bar of justice in one year is 13,000, all recruits for the great army of crime, unless prompt and effectual means can be taken to direct their ingenuity into worthy courses. What these means shall be, will perhaps be decided next session; meanwhile the Times pitifully remarks, that a great outcry for expensive buildings need from no part of them. 'Truly, our children ask, says the writer, 'if not for bread, for that which is better than bread, and we give them bricks and mortar'; and he adds, that great care should be taken not to make the condition of the culprit, during the reformatory process, preferable to that of the honest and hard-working labourer outside. If these things are really to be carried into effect, no one will regret that they stand over till next session, for in such measures there ought to be no haste.

All who can are taking holidays; the Archaeological Association and Institute have been eating lunches and dinners, and studying antiquities in Kent and Sussex. Some of our most distinguished men of science have crossed the Channel to compare notes with the savans of Paris; and others, with knapsack on shoulder, are wandering about Switzerland, ingorgerating themselves for new studies. Now and then a whisper is heard, that we shall surely hear something of Sir John Franklin before winter comes again; Dr Vogel writes from Tripoli, that he is on his way to meet Dr Barth, and to cross Africa to the Indian Ocean; and there is talk of another exploration of the interior of North Australia. Some of our learned men are now inclined to believe, that the great desert said to exist in the interior of that great country is only imaginary. The officials of the British Association are hard at work preparing for the meeting which is to take place at Hull, early in September; and it is believed that meteorological science will have a word to say for itself, especially as a meteorological congress is to be held at Brussels during the present month. Government is not allowed to forget its promise of a great oceanic survey in conjunction with the United States; the ships of Sweden are now to take part in it; and besides this, if the Treasury will not be miserly, it is to be called on to find funds for the establishment of a large reflecting telescope in the southern hemisphere.

All experiments have been made by some merchants at Grimsby, to try whether quick returns can be accomplished in the China trade. They built a new clipper-ship, *Spirid of the North*, loaded her with great celerity by means of the hydraulic machinery in their well-appointed docks, and started her for Shanghai, which port she is to reach in three months, or as much less as her quality and her captain's skill may determine. If experience is to suggest, as doubtless it will, further improvements in ships, we shall soon make the voyage to China in two months; and, perhaps, the much-talked-of race round the world, between a couple of clippers, will furnish data that may be taken advantage of by enterprising ship-builders. There is an opening now for a direct trade with the inland seas of America; for the *Cherokee*, a ship built on Lake Ontario, has arrived at Liverpool, without any shifting of cargo, and the Canadians may congratulate themselves on having at length successfully overcome the obstacles to navigation between the Gulf of St. Lawrence and their great lakes.

A Yankee at Boston has been trying experiments on the rapid transmission of small parcels, by blowing them through a tube, in the same way as it was once proposed to despatch passengers from London to Brighton. On a small scale, the project answers very well; but whether the project will be able to lay on a delivery-pipe to the chief mercantile establishments of the

city, and work the despatches without confusion, remains to be proved. Not less so, the French experiment of sending two messages at once along the same wire—it will be a triumph of ingenuity if the respective individualities can indeed be preserved. Balloon-ships are again talked about; Mr Poesche of Philadelphia says, that now we are about to encircle the whole earth with telegraph wires, 'aerial navigation becomes a logical necessity.' He proposes to build a flat-bottomed boat, long and narrow on low wheels, and with a screw-propeller, which being made to rotate, the wheels are set in motion, and the vessel moves over the ground. 'For the purpose of ascension,' we are told, 'the ship is furnished at its sides with large inclined planes of double-glued canvas, stretched upon iron frames, which set like the plane of a boy's kite. These planes turn upon iron axes, which are adjusted under a heavy beam of the deck: let them be fixed at an angle of 45 degrees, and the vessel is propelled rapidly by means of the screw, and the air, compressed by their resistance, will lift the ship.' Mr Poesche makes his views public, in order that they may be canvassed, as no doubt they will, by those who are expert enough to see the fallacy of his reasonings. 'My ship,' he concludes, 'most nearly resembles the flying-fish, which progress by means of the spiral action of the tail, while its extended fins support it for a time in the air.'

Our engineers are finding something to say about the tunnel under the Alps, which, if it can be made, is to connect the Piedmontese railways with those of France, passing right through the mountains from Susa and Bardonecche to Modana in Savoy, by a line five miles shorter than over Mont Cenis. The tunnel is to be eight miles in length, and a mile below the surface of the pass; the estimated cost a million and a half sterling. Chevalier Maus, the engineer, has contrived an excavating machine, which, by the backward and forward motion of a number of large chisels, makes deep grooves in the rock, and the masses are then split off by means of wedges. The machine, which is worked by steam, while small jets of water play between the chisels, to diminish the friction and lay the dust. As the depth will be too great for the sinking of shafts, the tunnel is to be ventilated by a tube lying on the ground, carried in as the work advances, and provided with fans to maintain a sufficient current of air. The chevalier hopes to have the mountain pierced in five years, and the barrier which separates Piedmont from her neighbours will be virtually removed; but lovers of the picturesque will still prefer to travel over the mountain rather than under it.

The French government is about to establish a system of meteorological observations throughout Algeria, with a view to ascertain the real nature of the climate of that country, as efforts are being made to grow sugar-cane, indigo, and cotton. These efforts are perhaps prompted by the ambition to show that France can colonise successfully as well as other countries; at all events, there will accrue some data, of which science will not fail to take good heed. Apropos of Algeria, it is a noteworthy fact that 20,000 Spaniards have recently emigrated to that country from the barren and ugly province of Murcia; and here we have another commingling of populations, which, at some future day, will surely tax the ingenuity of ethnologists to account for. What if the Moors should take a fancy to revisit Spain, and try whether the keys of the citadel once held by them, which they religiously keep, still fit the locks! It would be something quite new in the annals of emigration.

THE AMERICAN FISHERIES.

(From the London Times.) Certainly the last Yankee hit upon the fisheries question does credit to the acuteness of the national character. As many of our readers as take an interest in our codfish disputes with our transatlantic cousins will be doubt remember that the case made out in favour of the United States' claim is not what the lawyers would call a clear one. Historically, or legally speaking, the claim, indeed, amounts to nothing at all; but then the Washington diplomatists have arguments at their disposal drawn from a general survey of nature and her productions. The sea is so deep—there are so many codfish in it—it is so wanted in the English fisheries to wish for a monopoly when there is enough for all. There really is something in all this as far as it goes; the sea, no doubt, is deep—codfish are many. It is a pity that the United States' fishermen should go home with empty nets, besides, somewhat remote; so, no wonder, English statesmen are not averse to a compromise upon the matter of the grounds of good nature and good neighbourhood. We are disposed to yield somewhat of strict right, just as a good-humoured railway traveller would yield somewhat of

his legitimate space to a corpulent fellow-traveller, rather than have a disturbance. This is well enough; but, on all grounds of diplomacy or international law, the United States' fishermen have as much right to cast their nets in the waters in dispute as they would have to angle in the Serpentine. Now, not content with their actual position, and doing that which would appear the obvious course under the circumstances, our friends in the States are, it is said, about to turn their plea of good vicinage into one of strict legal right. They have introduced upon the scene the Perkin Warbeck of codfish, in the shape of a sham Earl of Stirling. This individual, it will be remembered, endeavoured to make out his right to the title to the satisfaction of the House of Peers, but signally failed. Like a long-headed Scotchman, as he no doubt is, he appears next to have asked himself in what portion of the world his mockery title would be likely to stand him in best stead. No one could for a moment doubt that the States are the most favourable market for aristocratic pretensions. If a man with a handle to his name, as the vulgar phrase runs, feels that he does not get so strong a dose of adulation in Europe as his heart would desire, let him spend a few months among the citizens of the great Republic, and he will come back to Europe prepared to subside into plain John Smith for the term of his natural life. But the Earl of Stirling has a double claim to American respect. Not only is he a nobleman, or at least claims to be one, but he carries in his pocket grants of all the codfish that ever swam, or will swim in the sea, in one pocket, and probably a grant of all the egg-sauce in the world in the other. He bases his claim on his hereditary rights by virtue of four charters, granted in 1621, 1625, 1627, and 1628, and to his ancestor, Sir William Alexander, of Menstrie, Scotland, Viscount of Canada, Viscount and Earl of Stirling, and Earl of Down. There is a fine concatenation of names to tickle the imagination of a Republican diplomatist!

We can only say, if our American friends permit themselves to be galled with these pretensions, great will be the joy throughout the highlands and the lowlands of rugged Scotia. There will not be any conceivable class of property in a portion of the habitable globe to which a Caledonian will not make himself out to be entitled by virtue of some grant or another. When pseudo claims are held to be marketable, a great fillip will be administered to the ingenuity of dealers in such commercial articles. How perfectly the thing can be accomplished is proved by the collection of memoirs which were given to the world from the Paris press, when public curiosity desired such food. Why should not our American friends make a bold stroke of it at once, and buy up the grants given by the Pope to the Crowns of Spain and Portugal just about Columbus's time? We ourselves have a claim to sovereignty over broad France; to be sure, some idle persons might say that we had formally to treat with the Cabinet of Washington for its sale. It will always be competent to them to treat the renunciation as a nullity;—indeed, a good many fine things might be said upon that side of the question. Of course, the difficulty remains as to taking in possession, but that is a purchaser's question. The Emperor of Austria lately was, and may be still, for aught we know, King of Jerusalem. A bid for the Holy Places just now might be a keen stroke of business. Just so with the Fisheries. Has not the Earl of Stirling parchments to show? Besides, has not Mr. Robert J. Walker lately visited England and Scotland, and has he not come to an opinion upon the Earl of Stirling's legal rights diametrically opposed to that of the English House of Peers? Of course, this is conclusive upon the subject. Mr. R. J. Walker, in his proper person, constitutes the proper tribunal to try disputed questions relating to the English Feerage. He is what one may call a court of competent authority. Backed by his exequatur, the fishing grants must indeed be invaluable. The English authorities burn to acknowledge their validity.

FEDERAL UNION OF THE COLONIES.

(From the Halifax British N. American.) We are reminded by the remarks of one of our correspondents that we stand pledged to the advocacy of a Federal Union of the British North American Provinces. Our readers must not imagine that because we have long been silent upon this measure, we have entirely lost sight of it. No, but, on the contrary, we have long been watching with a steady eye the movements and counter movements of our leading Colonial statesmen, especially those of Nova Scotia, in the earnest hope that some of them, at least would fearlessly enter this ample and inviting field. Alas! we have waited in vain, and our patience being nearly exhausted, we will volunteer a few remarks on the good cause.

What a most ridiculous aspect do these provinces present to the world! Here are water and the other two lying so near that a regular communication is easily maintained—the inhabitants of all being similar in manners and pursuits—all speaking the same language, with slight exceptions, all subject to the government of Great Britain; and yet, with so many causes for union that they have scarcely more unity of action than if their inhabitants were barbarians to each other. But whenever Colonial Union is propounded by one of its few advocates up starts some non-progressive spirit and asks, how such a union is to be effected. Such an enquiry, we were about to say, should be treated with ineffable scorn. What! are none of our Colonial Statesmen, of whose talents we hear so much, adequate to the simple task of framing a common constitution for the benefit of all the Colonies, leaving each the management of its own affairs? We must believe that many of them are fully competent; but, their accursed party squabbles and contentions for the people's money leave them no time to attend to this important subject.

How the measure is to be effected is not the province of the public Journalist to show; it belongs rather to the Statesman or Legislator. It is enough for us to know that it is necessary to the full and perfect development of all our Colonial resources, and for the protection of our interests, that such a scheme is necessary.

For a period of five or six years our neighbours over the border have been amusing themselves, and at the same time gratifying their cupidity by robbing the colonies of their markets, under the pretence of establishing a system of reciprocal Free Trade. With Canada, New Brunswick and Nova Scotia, they have successfully tried the trick, and after having got free ingress into all the ports of these provinces the wily Jonathan laughs at his own cleverness and the stupidity of the colonists, and shrewdly concludes it is best for him to protect his own trade.

Now, if the Colonies had been united and acted in concert, it would have been hard for the United States to have played off such a sly trick upon us. Under such a system would also disappear, and acting with energy gathered by united strength we could hold our neighbours off at the proper distance, and say to them—protect your trade, fisheries, and navigation against you and fear no loss by the arrangement.

Then, again, how much more rational, and how much more easily it would have been, for a confederation to have negotiated the intercolonial railway, instead of each province, dashing away at it, independent of the others. Had it not been dealt with by the Colonies united, there is no room to doubt that it would now be far in advance of where it is, especially in Nova Scotia—and that, too, upon far more advantageous terms.

