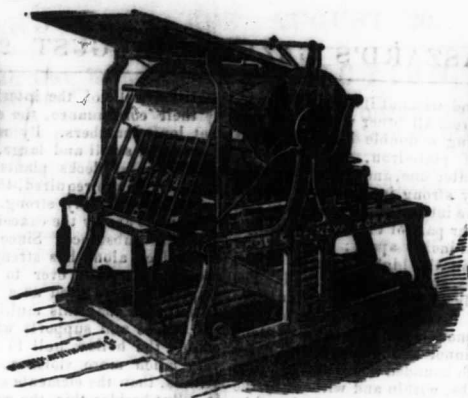


# HASZARD'S

FARMERS' COMMERCIAL

PUBLISHED ON EVERY



# GAZETTE

JOURNAL & ADVERTISER.

WEDNESDAY & SATURDAY.

Established 1823.

Charlottetown, P. E. Island, Wednesday, August 20, 1856.

New Series, No. 369.

**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.

**Harness and Coach Hardware.**  
**EDWARD DANA,**  
MANUFACTURER & IMPORTER  
29 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 Har-  
ness, Hardware. PARTICULAR ATTENTION  
GIVEN TO ORDERS.

**COALS! COALS!!**  
40 CHALDRON PICTON COAL, Just arrived and  
for Sale by  
JAMES PURDIE.  
Charlottetown, Dec. 5.

**EDUCATION.**  
**A Rare Chance for Young Men.**  
MR. A. A. MACKENZIE wishes to inform  
the Young Men of this City, that he has  
opened an Evening Class in the Temperance Hall,  
and is prepared to give instructions in the following  
branches, and on the following Terms per  
Quarter of 48 Evenings each, namely:—

1st, Reading, writing and arithmetic, £0 10  
2d, Grammar and composition, 0 15  
3d, Practical Geometry and mensuration, 0 15  
4th, Trigonometry and mensuration, 1 0

One-half of the Quarterly Fee to be paid on enter-  
ing.  
Those studying the first three Branches would  
require to be in attendance at 7 o'clock, and those  
in the others at 8.

Mr. McK. flatters himself, that his long  
and well-tried experience in the practice of teaching  
Evening Classes, will enable him to convey a far  
greater amount of practical knowledge to his pupils  
in a given period of time, than has been commu-  
nicated by any of his predecessors.  
Charlottetown, Feb. 21st, 1856.

**JOHN HARPER,**  
Antiquarian and Commission Merchant,  
(Queen-St. in Mr. Desbrisay's Buildings.)  
Solicits the patronage of the public, and will endeav-  
or to merit the confidence of all who may favor him  
with business in the above line. Feb. 11, 1856.

**Carriage Bolts.**  
HASZARD & OWEN have received a large  
Stock of the above of the following sizes:—

LENGTH.	DIAMETER.
1 1/2 inches by 1/2	5-16 3-8
1 3/4 .. ..	5-16 3-8
2 .. ..	5-16 3-8
2 1/2 .. ..	5-16 3-8
3 .. ..	5-16 3-8
3 1/2 .. ..	1-4 5-16 3-8 7-16
4 .. ..	1-4 7-16 3-8

These Bolts have neatly turned heads and are offered  
for sale at from 25 to 50 per cent lower than they can  
be made for on the Island.

**COPAL VARNISH.**  
A FEW Tubs of superior COPAL VARNISH  
for sale by  
H. HASZARD,  
Charlottetown, July 24, 1856.

**PASTURE TO LET.**  
CATTLE will be taken in to graze for the  
season on the Royal Agricultural Society's  
Farm, from the first June next, at the following rates,  
viz:—  
All under 3 years old, 20s.  
All over 3 years old, 30s., paid in advance.  
All fence breakers will be turned out. Apply to  
WM. W. IRVING,  
Secretary of the Royal Agricultural Society, E. A. Society.

**Hardware Hardware!!**  
JUST RECEIVED from the United States, and  
for Sale by HASZARD & OWEN—  
Mortise Locks and Latches, from 9d to 20s each.  
Rim, western, store door and plate Locks, &c.  
Small Locks, (a large stock),  
Wardrobe, hat and coat Hooks, 4s a 2s 6d per doz.  
Iron and wooden Bench Screws,  
Clamp and Riggers' Screws,  
Wilson's Braces, (gear-wheel'd), &c. 2s 3d a 16s,  
Mineral, porcelain, silvered Door-Shutter and Draw-  
er Knobs,  
Mahogany, walnut and japanned Drawer Knobs,  
Coal Chisels and Tinsmiths' Tools,  
Pencil Sharpeners,  
Grindstone Fixtures, from 7s 6d a 12s  
Circular Saws and Arbors, and Leather Belting,  
Hammers, (a large assorted Stock)  
Hatchets, (chipping, claw, lathing, broad, &c)  
Narrow and Broad Axes and Adzes,  
Planes and Levels,  
Screw Plates and Dies,  
Web Saws and Handies, Liver Cawests  
India Rubber Packing, combs, toys, bat, ball, &c

**STEAMER**  
Lady Le Marchant  
PHILIPS F. IRVING, COMMANDER.

Under contract with the Provincial Govern-  
ment carrying Her Majesty's Mails.  
THIS superior British built STEAMER—coppered  
and copper fastened, 212 tons Register, 90  
horse power, classed at Lloyd's for 13 years, having  
superior accommodations for Passengers—will run  
regularly, during the season, on the line between  
Charlottetown and Pictou, and between Charlot-  
tewtown and Shediac:—

Leaving Shediac, unless prevented by unforeseen  
circumstances, every Tuesday morning, at 6 o'clock,  
for Charlottetown; leaving Charlottetown for Pic-  
tou every Tuesday at 3 o'clock; returning from  
Pictou every Wednesday, leaving at 8 o'clock; will  
again leave Charlottetown for Pictou every Thursday  
morning, at 10 o'clock; will return from Pictou  
every Friday, leaving at 6 o'clock; and will go on  
to Shediac, leaving Charlottetown at 1 o'clock.

For freight or passage, apply at Richardson to  
the owner, E. P. W. DESBRISAY, Esq., in Shediac  
to E. J. SMITH, Esq., in Pictou to Messrs. J. &  
J. YORSTON, or in Charlottetown to  
THEO. DESBRISAY.  
June 12, 1856.

**Tin & Copper Worker,**  
**GAS-FITTER, &c.**  
THE undersigned, grateful for the encouragement  
he has received since his return from California,  
begs leave to inform the Citizens of Charlottetown,  
that he has, in addition to the Copper and  
Tinsmith business, undertaken GAS-FITTING,  
(with the approval of the Gas Company, they having  
declined this branch of their business,) to which and  
his former business, the public may depend, he will  
give every satisfaction, and dispatch all orders with  
which they may favor him.  
JAMES MILLNER.  
Charlottetown, June 12, 1856.

**FREEHOLD PROPERTY**  
**FOR SALE.**  
TO BE SOLD by Private Sale, a valuable free-  
hold farm, containing two hundred (200) acres  
of land; fifty of which are in a state of high cultiva-  
tion, on which is a new dwelling house finished,  
length 26 feet, by 26, with a Barn, finished also, 45  
feet by 27, with a water cistern; a never  
failing stream runs through the rear, suited for  
chinery or pasturage of cattle. This valuable  
property is situated 5 miles from Georgetown, and  
23 miles from Charlottetown. For further particu-  
lars, apply to  
PETER STEWART,  
Notary Public,  
New Pictou.

**A CARD.**  
**HAVILAND & BREKID**  
Barristers & Attorneys at Law,  
NOTARIES PUBLIC, &c. &c.  
OLD CUSTOM-HOUSE BUILDINGS,  
and near Water-Street, CHARLOTTETOWN.

**How to Make the Boys Love Home.**  
I wish these boys loved to stay at home  
in the evening," said a mother, and the  
high and look of distress which accompani-

**PEACE ADDRESS TO THE ENGLISH PEOPLE.**

The following is a copy of the Address  
lately sent by the committee appointed at  
a meeting of the citizens of Philadelphia,  
in reply to the addresses of the citizens of  
Manchester and Liverpool to the people of  
the United States.

*Address from the Citizens of Philadelphia to  
the Citizens of Manchester and Liverpool,  
and the other Inhabitants of Great Britain.*

**FRIENDS AND BROTHERN**—We have re-  
ceived, with profound satisfaction, the let-  
ter addressed by you to the people of the  
United States, in relation to the difficulties  
existing between the two countries. There  
is not a sentiment, not a word, in that truly  
fraternal address, which we do not make  
our own. We feel, as you do, that Eng-  
lishmen and Americans are substantially  
one. No two nations, of equal extent, are  
now, or ever have been, so closely bound  
together. No two nations, really independ-  
ent of each other, ever had so many causes  
for being at amity; so few causes for ali-  
enation even, much less for war. We speak  
the same tongue, we are of one faith, we  
are of one blood. For every feeling, inter-  
est, custom, habit, mode of thinking or act-  
ing, in which we are at variance, there are  
a hundred, and those of a hundred-fold  
weight and importance, in which we are as  
one.

War between two such nations cannot  
possibly seem more horrible and unnatural  
in your eyes, than it does in ours. We de-  
sire, therefore, to assure you, with all the  
emphasis and solemnity which it is possible  
for words to give, that the government and  
people of the United States have no desire  
to be at war, or even at feud with Great  
Britain.

It is for this reason, that we have received  
with such special satisfaction the demon-  
strations of friendship and brotherhood contain-  
ed in your address, and we desire to re-  
spond in the same spirit, without reserve,  
and with our whole hearts.

Our aims, our interests, our sentiments  
of humanity, the principles of our religion,  
all look to peace. War with any nation,  
and most of all with the people of Great  
Britain, which would be war with our own  
flesh and blood, is abhorrent to every cher-  
ished sentiment of the American heart.  
Friends and brethren, we go further. It  
is our desire, not only to avoid the dreadful  
extremity of war, but to live on terms of  
the most cordial friendship with you. If  
there is any one sentiment on which Ameri-  
cans are all of one mind, it is the wish ex-  
pressed by our minister, Mr. Dallas, that  
between the government and people of  
Great Britain, and those of the United  
States, every cause of misunderstanding,  
and with it every shadow of alienation and  
distrust, should be at once and for ever  
banished.

Signed in behalf of the citizens of Phila-  
delphia, convened in public meeting, at the  
Merchant's Exchange, July 2d, 1856.  
RICHARD VAUX, Mayor of Philadelphia,  
J. LEWIS, of one most sections of oil  
Edmund A. Soudan, of another  
Wm. C. Patterson, of a third  
John S. Hart, of a fourth  
Morriss L. HAYLOWELL.

ed her words, told plainly, that her heart  
was deeply pained by their oft-repeated ab-  
sence. They were industrious boys of six-  
teen or eighteen, just beginning to fancy  
they were too large to be longer subject to  
parental authority. I glanced around their  
home—a comfortable dwelling—where all  
the wants of the physical nature were well  
supplied; but as is too often the case, good  
food for the mind was less abundant. We  
cannot expect children to be like ourselves,  
steady, old, and careworn. If we enter  
into their sports in childhood, and take the  
lead of their pleasures in youth, we shall  
keep our own hearts young and joyous,  
make home the centre of attraction, and,  
while doing much to educate their mental  
faculties, we shall find a far greater satis-  
faction in their society than we can possi-  
bly find in the artless trust of infancy.  
Read to them, before they can read for  
themselves; explain what you read, and en-  
courage them to converse with you about it.  
Teach them to observe the common  
phenomena of nature, and to study into the  
causes which produce the effects they see.  
A mother may do this, without being a  
philosopher herself. She may awaken their  
curiosity upon the objects around them, and  
direct them where this curiosity may be  
gratified, place within their reach useful  
and instructive books, and show by exam-  
ple, as well as precept, that she appreciates  
them; and the pleasures of home will be  
purer and sweeter to every member of the  
family, and the children will seldom have  
occasion to seek evening amusement away  
from the charmed circle of home.

**BENJAMIN FRANKLIN IN HIS GIG.**—It is now  
about a century since Benjamin Franklin, Post-  
master General of the American Colonies, by  
appointment of the Crown, set out in his old gig  
to make an official inspection of the principal  
routes. It was about eighty years since he held  
the same office under the authority of Congress,  
when a small folio, (now preserved in the depart-  
ment at Washington,) containing about three  
quires of paper, lasted as his account book for  
two years. These simple facts bring up before  
us, more forcibly than an elaborate description,  
the vast increase in post-office facilities within  
a hundred years; for if a postmaster general  
were to undertake to pass over all the routes at  
present existing, it would require six years of in-  
cessant railroad travel, at the rate of a hundred  
and twenty-five miles daily; while, if he were to  
undertake the job in an "old gig," he would require  
a lifetime for its performance. Instead of a  
small folio, with its three quires of paper, the  
post-office accounts consume, every two years,  
three thousand of the largest sized ledgers, weigh-  
ing no less than one hundred cloths constantly  
employed in recording transactions with thirty  
thousand contractors and other persons. Am-  
paper.

Nearly all brave men have been of a  
finely organized and therefore nervous tem-  
perament. Julius Cæsar was nervous, so  
was Bonaparte, so was Nelson. The Duke  
of Wellington saw a man turn pale, as he  
marched up to a battery. "That," he  
said, "is a brave man; he knows his dan-  
ger and faces it."

Why is the letter L like a young lady  
giving away her sweetheart to another?  
Because it makes one a lover.

There is a great deal of wit in the  
coarsest business. Quilp thinks.  
The man who "could not stand it any  
longer," has taken a seat, and now feels  
quite comfortable.

The Chinese have a strange sympathy  
to milk—but an amiable fondness for cats  
and mice, well cooked.

THE GREAT EASTERN STEAM-SHIP.

The grand destructives of nature are the winds and the waves; their appointed business is breaking, grinding, and pulverising. Even the adamant-like rock of the sea-shore is changed by their pertinacious effort into incoherent and almost impalpable sand. But the power they can exert in their lawful task has, nevertheless, a narrow well-defined limit, which appears really to have been set within that of the antagonistic capacities of human ingenuity. Science can now accomplish what Canute of old shrunk from attempting. This fact was practically illustrated so soon as breakwater barriers and light-houses had been reared amidst the storm-surf of the ocean, which could stand firm while the violence of the hurricane raged remorselessly around them.

But is there anything in the mere necessities of buoyancy which tends to reverse this state of affairs? Is there any sufficient reason why floating-ships must occasionally be abandoned to the spirit of the ocean-storm, when claimed as its holocausts? So long as men were true to early tradition, and built their vessels of wood, there could be no doubt the winds and the waves must often prove to be too much for the resisting capabilities of the structure. Beams and planks could only be procured of a certain thickness, and these could only be attached together with a very limited amount of tenacity. The strongest mass of timber man could frame, proved to be as frail as a match in the hand of the tempest. When, however, abandoning these early traditions, shipwrights turned from the forest to seek their material in the mine—when they deserted wood for iron, and took to the hammer and the anvil in the place of the augur and the adze, the case was altogether changed. By the aid of the steam-hammer, ribs and plates can be forged of any dimensions and of any strength; and by the employment of red-hot rivets, these plates and ribs may be so attached together, that the lines of union have actually as much strength as if composed of solid material. The soundness of the work may be tested, too, at every stage by the Titanic wrench of the hydraulic-press, until perfect assurance is attained that no weak places are left in the fabric through accident. The first attempts at this novel kind of naval architecture, which was to endow dense iron with the properties of cork, proved to be failures in a great degree, as was to be anticipated. As in all other walks of art, it seemed that a certain degree of practice and experience was essential to perfection. It has generally been conceived that the ill-fated *President* steam-ship snapped across some Atlantic wave, as a match might be snapped between the fingers; the still more gigantic *Great Western*, *Himalaya*, *Atreya* and *Persia* have, however, since that unfortunate accident, continued to plough their ways in safety through the ocean storms. The *Great Britain* lay for months among the breakers of the rock-bound coast of Ireland, and yet finally floated off unscathed, to render good service to the British government as a transport in time of need. The grand experiment of the cyclopean order of naval architecture is, however, in preparation, and shortly to be put to the test. The Great Eastern Steam-ship Company have for some time been engaged in building an iron ship upon a scale, both as regards absolute dimensions and strength of material, that will at once change its leviathan predecessors into pigmies.

This future monarch of the leviathans is now so far advanced towards completion, being within thirteen months of its watery berth, that it has become a very interesting object. It stands upon the banks of the Thames, at Mill-wall, just opposite to Deptford. About 120 feet of the hull and deck are entirely finished in the midships; 200 feet more each way towards the bows and stern, have a skeleton of inner plates attached together, so that the general form and character of the structure are thus far obvious to the eye; but other seventy feet of both bows and stern remain yet 'baseless fabrics' of vision that the imagination has to fill up. Nevertheless, when the observer approaches the monster ark from the Horseferry Road, to which he is conveyed by the Blackwall Railway, he sees before him a huge wall surmounted by shears and other mechanical appliances for raising heavy weights, and stretching to a greater extent from left to right than the entire length of Ely Cathedral, being also within about ten feet of the height of that building! The first thought that arises to the mind on the contemplation of this vast structure is—if even it be happily floated upon the waves, how is its course ever to be controlled and directed? What human arm or arms will ever be able to wield and guide it? Who shall put the heidle round its mighty neck, and govern its movements with the rein?

Upon coming up close to the side of this iron monster on the strand, where it is growing under the influence of iron crystallisation, the ruling idea of its design at once becomes apparent. Along the middle portion, a slightly curved surface of lines, made up of plates studded with rivets, is presented to the eye. This is all smooth and neat, and finished off with paint of a pale leaden hue. Further on, the shell is rag-

ged and rusty, and without its external layer. This ship differs from all other vessels hitherto contrived, in having a double hull. There is an inner shell of plate-iron, two feet nine inches from the outer one, and these two shells are connected by strong intermediate ribs of iron, two feet nine inches broad and sixty feet long. In the lower part of the hull, these ribs are two feet nine inches apart; but they are farther asunder in the higher portion of the vessel, where less strength is required. The hull is thus really of a cellular construction. It is composed of a very great number of long chambers, wide enough for men to creep along in, between the inner and outer walls. These chambers are each bounded above and below by the connecting ribs, within and without by the double walls of the hull, and at each end by cross partitions, to be more particularly alluded to presently. If, in consequence of any accident, the outer shell of the vessel were broken or torn when the ship is afloat, the water would rush in, and find itself in one of these chambers; but it would then come in contact with another shell of equal strength with the external one, which would effectually exclude it from the true interior of the vessel. There could be no access to this interior, unless the strong ribs and the second inner shell were also broken away; even then, the water would still find itself entangled in new arrangements, intended to limit its powers of mischief, and no very great harm would result. But these arrangements will be best understood by glancing at them from another point of view.

Access to the upper-deck is gained by means of a broad wooden staircase, which doubles again and again upon itself, until the highest part of the iron shell is reached. A broad level platform of iron, exactly like the outer surface of the hull, and formed of rivet-studded plates, that extends beneath the feet. This platform is double, or cellular, like the hull already described. At the two extremities, fore and aft, the inner shell is seen extending further than the outer one, with some of its plates hanging fringe-like and shaking over the vacant abyss, just temporarily attached to their neighbors by nuts and screws, which are soon to be replaced by rivets. This deck has been planned to be of such strength, that if it were taken up by its two extremities when it is complete, and the entire weight of the vessel is ever intended to carry over hung upon its middle, it would sustain the whole by its unaided powers of resistance. The cellular hull is carried only about eight feet above what will be the water-line when the completed vessel is immersed and heavily laden. Then it runs up as a single hull, until it is attached above to the cellular deck.

The upper-deck runs flush and clear from stem to stern for a breadth of about twenty feet on either side, thus affording two magnificent promenades for the passengers just within the bulwarks. These promenades will be each rather more than the eighth part of a mile long. Four turns up and down either of them would exceed a mile by 256 feet. The vessel, when launched, will be more than as long again as the steam-ship *Great Britain*; it will be nearly three times as long as the line of battle-ship the *Duke of Wellington*, and nearly as long again as the *Himalaya*; eighty-eight feet more would make it as long again as the *Persia*, at present the longest vessel afloat upon the ocean.

Between the two side-promenades of the deck there are several quadrangular openings, edged with low iron bulwarks, and looking down into the deep recesses of the structure. These openings are forty-two feet wide, and nearly sixty feet long, and there are deck gangways, connecting the side-promenades, between each of them. Into these spaces the skylights of the large saloons for passengers will ultimately be fixed. Now, the observer on the deck looks down through them into the great cavities of the vessel, and vast indeed these cavities are. There are strong partition-walls of iron passing across from side to side of the long interior, at intervals of sixty feet. In one case only, the partitions are eighty feet asunder. These walls are constructed of strong iron plates riveted together so as to be entirely water-tight everywhere from top to bottom. The spaces between now look like large square tanks or wells. Into each of these tanks, an upper and a lower saloon, sixty or eighty feet long, forty feet wide, and as lofty as the most commodious drawing-rooms, are to be inserted, with a complete appendage of kitchens, offices and bed-cabins ranging along their sides. Every one of these systems of saloons and cabins will be entirely distinct from all its neighbors, and there will be no access from one to the other, except by openings situated high up near the deck. In this way, even if the water should effect an entrance into one of these compartments, it will remain imprisoned there, and all the other compartments will be as safe as before, and sufficient in themselves to keep the vessel floating above the waves. In all, there will be eleven distinct water-tight compartments in the ship, besides the almost innumerable water-tight chambers contained between the shells of the hull and of the decks. It is the transverse

partition-walls of the interior that constitute, by their continuance, the ends of these sixty feet long chambers. By means of all these partitions, small and large, with the addition of horizontal decks planted wherever floors and ceilings are required, the structure will be made inconceivably strong, just as the bones of animals are by the cancelled arrangement of their substance. Since the double-chambered deck alone has strength enough to bear the entire weight ever to be trusted in the ship, if it were used as a simple beam, it is anticipated that this multiplication of internal braces and supports will be sufficient to enable the hollow hull to resist, as a whole, very much more violence, and much heavier strains, than the elements ever can inflict upon it. But besides this, the water-tight character of the numerous compartments would necessitate, that several of them should be broken into simultaneously before the vessel could be sunk into the sea. The fair probability is, that the gigantic ship might be stranded upon rocks amidst breakers for months, without being broken up; and that if, after such adversity, it were ultimately floated off into deep water, with holes even through several parts of its double hull, it would still swim with only a foot or two of deeper immersion, a yet navigable and manageable whole. It could not sink to the bottom, until water enough had found its way into the internal chambers to make the entire mass a little heavier than an equal bulk of the saline fluid.

The huge iron fabric now stands upon 15000 piles driven deep into the loose ground. It is reared up from these three or four feet by a forest of wooden pillars, which allow workmen and curious visitors to pass on among them by stooping. Upon arriving under the centre of the mass, it is obvious that there is no keel, properly so called: a flat keel-plate of iron, about two feet wide and one inch thick, runs the entire length from stem to stern. This is the base upon which all the rest is reared, plates, and girders alike. It is the stoutest planking in the structure. The bottom and sides ascending immediately from this are made of plates three-quarters of an inch thick; the thinnest plates, planted above, where less strain will fall, are half an inch thick; the underlying girders and beams being of course considerably more massive. The entire fabric is built from below upwards, by adding plank and girder to plank and girder. The several parts are attached together by rivets about an inch in diameter. When the observer stands outside during the riveting-work, he sees all at once a little flaming star appear on the iron side; it is a blazing rivet, almost at a white heat, thrust through from within. Immediately two sturdy workmen attack it with alternate strokes of the hammer, until the red projecting peg is changed into a flat black button—a transmutation that is effected in less than a minute. Every distinct plate is moulded beforehand to the exact shape required by the situation it is to occupy. In a large shed close by, a full-sized section of one-half of the midships' hull is sketched out by lines upon the floor, and other lines of different colours are traced within the space included in these, in apparently inextricable confusion. These are all, however, gauges for the dimensions of the several parts of the structure, laid down upon mathematical principles, and perfectly intelligible to the initiated. Wooden moulds are first prepared from these gauges; and then the iron plates and ribs are accurately fashioned to correspond with the moulds.

RAILWAY PROGRESS.—The *Westminster Times* of last Thursday contains the following piece of Railway news, which will be read with much satisfaction:—

At last we are enabled to announce that contracts have been accepted by the Chief Engineer and Commissioner of the European and North American Railway, for the completion of the line from Shediac to this place.

A number of tenders had been hapded in, three of which, from among the lowest, were approved of as follows, viz: First Section commencing at Point de Chene, thence to the 9 mile stake, including the Scadouck Viaduct, by Messrs. Walker, Rankin & Walker of Canada.

Second or Middle Section, by Mr. Wm. Stevens, formerly Manager of the late firm of Messrs. James Sykes & Co.

Third Section, including Hall's Creek Bridge, by Mr. John Brookfield, the late well-known Contractor of the St. Andrew's and Quebec Railroad.

These Contractors we believe are men of experience and high standing as Railway Builders, and we have been assured that it is the determination to proceed with the work forthwith, and this being the case we hope now to see matters progress rapidly to a conclusion of which we think there is at length a reasonable prospect.

A fire broke out at St. John's N. B., in Ritchie's tannery, near the "Golden Ball," which entirely consumed nearly twenty buildings in the neighborhood before it was arrested, besides partially damaging others. The loss has fallen severely upon several industrious and worthy mechanics, whose establishments have been totally destroyed. We deeply sympathize with the sufferers.—Another fire occurred in the afternoon, in a house belonging to J. Dody, on the corner of Germain and St. James streets. It originated from a spark falling on the roof. The building was much damaged.

HASZARD'S GAZETTE.

Wednesday, August 20, 1856.

The history of the public amusements of nations, and the causes and circumstances which gave rise to them, would, if well and philosophically written, form an entertaining and instructive work. Among the ancients, there were some in which the providing of games and pleasures for the people, were matters of state policy, and this in the height of their power and prosperity. The Olympian Nemean and Isthmian games are familiar to every classic reader. So famous and important were the first, that their quadrennial celebration became a measure of time, and historians relate a fact as having happened during the tenth or twentieth Olympiad with as much certainty of being understood by all the civilized world, as every modern writer with us, could, by giving the date of the year with the utmost exactness.

There is a species of public amusement, deservedly in repute with a nation whose national power whether military or commercial is the first in the world, which is known by the term "regatta;" why we should have borrowed the term from a foreign vocabulary, is among those anomalies into which we have not now time to enquire. Boat races have long been favorites with the British people or their descendants in every part of the world, so that when you hear of a horse race or a regatta, you may be certain that an Englishman or an Anglo American is at the bottom of it. We were pleased therefore to see the advertisement for this species of relaxation from the severity of labor for many reasons. Our insular situation will necessarily force us to be a commercial community whether we wish it or no, and it is therefore but natural, that we should take a pride in fostering a taste for a pursuit so essential to our well-being and comfort. We have need of good sailors and good ships and these annual contests will do much towards creating and keeping up such a taste. We state these few remarks on the morning of the regatta, and shall reserve any further comments until we see how the affair comes off.

It may be a vulgar weakness, and if so, we own the soft impeachment as Mrs. Malpross says, but nevertheless we do enjoy a crowd of well dressed comfortable looking men, women and children, leaving care and weariness aside for the moment, and determined to enjoy themselves. And we were gratified to our hearts content. We will undertake to say, that Charlottetown never on any occasion had so many people together as were congregated in its streets, wharfs and other places yesterday. The day was fine with the exception of a shower or two, which set the ladies scampering in search of shelter and produced a race not mentioned in the programme, and not the least attractive, for the crafts were all well rigged, and not a few of superior build; and flags, pennants and streamers when the squadron was in full sail presented a remarkably gay appearance. The wharfs were crowded, and in every place available for a sight was eagerly seized upon. Of the different races, and the manner in which they came off, as the phrase is, we do not profess to be sufficiently skillful to pronounce with certainty. The four cored zig race attracted our attention as being the best contested. We shall give the results as obtained from the Stewards. On the whole we were highly pleased, and this chiefly because all people were pleased, and because comparing the gathering of yesterday with those of past years, it gives us a high degree of satisfaction to find that a sensible improvement has taken place in the condition of the people. Healthy good looking and evidently well fed, the whole assemblage furnished an aspect that was highly cheering, and any intelligent stranger would have at once concluded that the country that could turn out such a population, is one that abounds with the necessities and comforts, as well as a fair proportion of the luxuries of life.

His Excellency the Lieut. Governor visited Georgetown on the 13th instant, while her Majesty's Brig *Arct* was in that harbor. The people in that vicinity took occasion to present a congratulatory address to His Excellency on his recent elevation to the honor of Knighthood.

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The Westminster Review has been received the contents are, 1. Christian Missions: their Principle and Practice, 2. The Natural History of German Life, 3. Smith's Latin-English Dictionary, 4. Froude's History of England, 5. Hereditary Influence, Animal and Human, 6. Popular Amusements, 7. Ministerial Responsibility, 8. Contemporary Literature, Geo. T. HASZARD, agent for P. E. Island.

Married, On Monday the 10th inst., by the Rev. Charles I. Barnett, Mr. Artemas Wadman to Miss Mary Trowsdale, both of Crispud.

Died, At the Lunatic Asylum, on Wednesday the 12th instant, Johnston Cusick, aged 39 years, a native of the County Tyrone, Ireland, formerly a private soldier in the 76th Regiment of Foot.

FOR SALE! THE Shallop "SARAH," of Belfast, two years old, about 26 tons, carries 16 chaldrons of Coal. This vessel is well found, in good order, and is well adapted for carrying Coal between this port and Plover. Terms liberal. Apply to BENJAMIN DAVIES, Broker, Charlottetown, or to PATRICK STEPHENS, Orwell. August 18, 1856.—4w

Royal Agricultural Society's Cattle Show for 1856. THE Queen's County Cattle Show will be held in Charlottetown on WEDNESDAY the 24th SEPTEMBER, 1856.

Table with columns for animal type (Blood Colt, Filly, etc.), age, and price in £ and s. Includes categories like 'Best Entire Blood Colt, foaled in 1844' and 'CATTLE'.

Table with columns for animal type (Bull, Heifer, etc.), age, and price in £ and s. Includes categories like 'Best Bull, dropped since 1st Jan. 1854' and 'SHEEP'.

Table with columns for animal type (Heifer, Ewe, etc.), age, and price in £ and s. Includes categories like 'Best Heifer, calved in 1855' and 'PIGS'.

REGULATIONS. No imported Stock of any description will be allowed to compete. No person will be allowed to exhibit Stock in competition unless he be a Subscriber to the Society, or to one of its Branches.

A FARMER'S DINNER at the Globe Hotel at the hour of 4 o'clock on the day of the Show. Prizes to be paid after Dinner. W. W. IRVING, Secy. Com. Room, Aug. 15, 1856.

Grist and Saw Mill, Oat Kiln & Dwelling House!

FOR SALE, that eligible situated Grist Mill with the Oat Kiln and Saw Mill, together with the Dwelling House and about sixteen acres of LAND under crop, known as "McFarlane's Mills," and lately occupied by JOHN ALDOUS, Esq., on the Montague Road, 2 1/2 miles from Georgetown.

RODERICK McDONALD, Morrell River, August 18, 1856. 1st Ex

Survey of the City of Charlottetown.

WHEREAS, in the opinion of the Council, it has become imperatively necessary that a correct plan of this City should be made from an actual survey thereof, by Civil Engineers or Surveyors of skill and experience: Be it therefore Resolved, That a plan of the City be made from actual survey, and that the Surveyor who shall make the same, be guided by the following regulations:— A line to be run along Water-street as nearly as can be in the same place and in the same direction as the line laid down on a plan drawn by the late Surveyor General, George Wright, in the year 1834, which line is described in a field book, a copy of which may be taken at the City Clerk's Office.

The plan to be drawn on the best drawing paper and properly backed with linen, and bound on the edges with linen tape, and to be sufficiently large to allow a plan of the lots below Water-street to the edge of the channel, taking in the wharfs and stairs, to be hereafter added on the same scale.

CITY CLERK'S OFFICE, Charlottetown, 16th Aug. 1856. NOTICE is hereby given, that in accordance with the foregoing Resolutions, Sealed Proposals will be received at this office, until WEDNESDAY, the 10th day of September next, for the performance of the above survey and plan.

CITY COUNCIL OFFICE, 16th August, 1856. IN pursuance of the Act of Incorporation, the City Council have appointed the following gentlemen as Assessors and Auditors for the current year:— Assessors—Ralph Brecken, Esq., T. B. Treman, Esq. and Mr. Thomas Green.

Feathers! Feather Beds! JUST ARRIVED, per Schr. Ornament and other importations—good quality. JAMES N. HARRIS. August 11, 1856.— 3

AUCTION, AN EXCELLENT OPPORTUNITY FOR Country Dealers & others.

POSITIVE SALE OF DRY GOODS, GROCERIES, COOKING & Franklin Stoves, Boots & Shoes HAY, &c., &c., BY WILLIAM DODD.

ON TUESDAY the 23rd day of SEPTEMBER, at 11 o'clock, at the Subscriber's BRICK STORE Fowall Street, and to be continued from day to day until the whole is disposed of, the whole of his present STOCK IN TRADE, without the least reserve—consisting in part of:—

White and grey Cottons, striped Shirtings, Gingham, Bedticks, black, brown and blue broad-cloths, Doekins and Tweeds, satinets, printed cottons, Threads, gloves, hosiery, hats & caps in great variety, umbrellas, India rubber coats. TEA, Soap, Candles, Indigo, Burning Fluid, buckets and brooms, starch, pepper, alepice, 30-hour and 8-day clocks, looking glasses, glass and earthenware, lanterns, cast steel axes, scythes and sheaths, rakes, grain cradles, hay and manure forks, horse nails, dye woods, coppers, salt peice, Epsom salts, boxes 8x10, 10x12 and 12x14 window glass, putty, kegs white lead, boiled and raw oil, morrice, rim, pad and trunk Locks, brass taps, gimlets, shingle and bench Axes, rulers, squares, hammers, with a variety of CARPENTERS' TOOLS.

Cooking Stoves in variety, consisting of Governors, Forest Queens, Red Jackets, Improved Nationals, Black Diamonds, Moving Stars, with an endless variety of other Stoves.

500 pairs Boots and Shoes, one bale HOPS, with a variety of other articles.

THOMAS DODD, Auctioneer. All sums under £10, cash; from £20 to £30 4 months. £50, six months. June 12, 1856.

Farm Stock, Crop, Implements, & Household Furniture.

TO BE SOLD BY AUCTION, on TUESDAY, the 26th day of August, at 11 o'clock, at GARVIE'S, (formerly Mrs. Widger's,) 10 miles from the City, on the Tyron Road, the whole of his

Stock, Crop, Farming Implements and Household Furniture, Consisting of French and Teat Beds, with Curtains, Down and Feather BEDS, Bolsters and Pillows, Wash-stands, Dressing Tables, Sofa, Chairs and Tables, an elegant Chest Drawers, Eight Day Clock, Carpets, Hearth Rugs, Door Mats, a very handsome set China, 1 common do. Glass and Earthenware, Books, Spinning Wheel and Reel, &c., new Cooking Stove, 2 Franklin Stoves, 1 Close do., Kitchens Utensils, &c.

STOCK. 1 MARE, 4 years old, 1 Magdalen Island PONY, 3 Milch COWS, 6 years old, 1 Year Old Heifer, 1 Ram, 3 Sheep, 2 Lambs, 4 Large PIGS, Poultry, &c.

IMPLEMENTS. 1 Plough, Harrows, Market Cart, Jaunting and Wood Sleights, Harness, Hay and Manure Forks, Spades, Shovels, Rakes, &c. Also—THE STANDING CROP, consisting of 4 Stacks Hay, 4 Acres of Potatoes, Wheat, 12 Acres black OATS, 2 Acres Canada Turnips & Buckwheat.

TERMS.—All sums under £5 cash; over that sum 3 months on approved Notes. WILLIAM DODD, Auctioneer. August 9, 1856.

SELLING OFF!

MESSRS. D. & G. DAVIES respectfully announce to their customers and the public, their intention of SELLING OFF their large STOCK OF GOODS, they now hold, preparatory to the receipt of a New Importation, being bought at the present time by the head of the Firm at different Manufactories in Great Britain; Their Merchandise will be offered at very Reduced Prices, and it comprises almost every article required in the country in the DRY GOODS line, among which are a large Stock of READY-MADE CLOTHING of the latest cuts, suitable for the Season, together with 47 pieces of CARPETING of various patterns, and a small stock of Ironmongery, and 20 TONS BAR IRON. They invite their old customers to come and participate with the community in the advantages which will be derived from the

VALUABLE PROPERTY!

In Prince County, for Sale. TO BE SOLD BY PUBLIC AUCTION, on the Premises, at Cascumpec, on MONDAY the 1st SEPTEMBER next, at 11 o'clock in the forenoon, (if not previously disposed of by private contract) that valuable BUSINESS STAND, comprising three acres, held under lease for 999 years, with the DWELING HOUSE, STORES, and other appurtenances thereto belonging, now in the possession of HERBERT BELL, Esq.

By the Mayor. CIVIC ELECTION! IN Pursuance of an Act of the General Assembly of this Island, made and passed in the Eighteenth year of the reign of Her present Majesty, intituled "An Act to Incorporate the Town of Charlottetown," I do hereby give public NOTICE that an Election for ONE COUNCILLOR For WARD NUMBER TWO (2) in the said City, in the stead and place of JOHN COLL MCDONALD, Esquire, resigned, will be held on THURSDAY

WARD NUMBER TWO Comprises all that part of Charlottetown which lies South of Richmond Street, and North of Dorchester Street. ROBERT HUTCHINSON, Mayor. Mayor's Office, August 11, 1856. All the papers

Bank of P. E. Island. THE Bank of Prince Edward Island, is now open for the transaction of business, at the office in the Dwelling house of Wm. H. Pope, Esq. Grafton Street. Hours from 10 to 3. Discount days—Monday and Thursday in each week. Wm. CUNDALL, Cashier. Charlottetown, 13th August, 1856. R Gaz.

Victoria Cloth and Carding Mills. THE Subscriber begs to return his sincere thanks to the public generally, for the very liberal support given to the above mills, for the last five years, and would intimate that he is now prepared to take in Cloth and Wool, and return the same with despatch. The above Mills having undergone a thorough repair, parties may depend on having justice done to anything they may please to forward. JOHN HENDERSON, Brackley Point Road. Agent, Messrs. Hoar & Son, Charlottetown. August 12, 1856.

TO LET. THREE or four Rooms in a respectable part of the city, suitable for a genteel family. Enquire at the office of this paper. Aug 13, 1856.

Douglas Estate, Lot 19. OFFERS will be received by the undersigned for the purchase of that portion of Lot 19, known as the "Douglas Estate" comprising about 1730 Acres of excellent land. The whole of this property is under lease for 999 years to various tenants at a reserved rent of one shilling Currency per acre. An indisputable title will be given. R. STEWART. Charlottetown, March 21st, 1856. Ex. only

TO LET. IN a Central part of the City, a Building suitable for a Workshop or Warehouse. Please apply at this office. Ex. 3 ins.

A good Assortment WILSON'S Botanic Medicine CELEBRATED Thomsonian Preparations, with full directions for FAMILY USE. B. O. & G. O. WILSON'S Compound Sarsaparilla, Nervous Drops, Wild Cherry Balsam, Dysentery and Cholera Syrup and Wild Cherry Bitters. For sale by Haszard & Owen, Sole Wholesale Agents for Prince Edward Island

