HASZARD'S

GAZETTE.

FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

Established 1823. Charlottetown, Prince Edward Island, Saturday, August 19, 1854. New Series. No. 165.

Haszard's Gazette.

GEORGE T. HASZARD, Proprietor and Publisher. Published every Tuesday evening and Saturday morning. Office, South side Queen Square, P. E. Island.

TERMS—Annual Subscription, 15s. Discount for cash in advance.

TERMS OF ADVERTISING.

For the first insertion, occupying the space of 4 lines, including head, 2s.—6 lines, 2s. 6d.—9 lines, 3s.—12 lines, 3s. 6d.—16 lines, 4s.—20 lines, 4s. 6d.—25 lines, 5s.—30 lines, 5s. 6d.—36 lines, 6s.—and 2d. for each additional line. One fourth of the above for each continuance.

Advertisements sent without limitation, will be continued until forbid.

MAILS.

THE MAILS for the neighbouring Provinces and the United States, will be made up and forwarded via Pictou, every *WEDNESDAY* afternoon at Four o'clock, and *SATURDAY* morning at Nine o'clock, until further notice. Those on *WEDNESDAY* by the Steamer *Lady Le Marchant*, and on *SATURDAY* by a Sailing Packet.

Mails for England, will be closed every alternate *WEDNESDAY* at Four o'clock, afternoon, viz:

Wednesday, July 5.	Wednesday, Sept. 13.
Wednesday, July 19.	Wednesday, Sept. 27
Wednesday, Aug. 2.	Wednesday, Oct. 11.
Wednesday, Aug. 16.	Wednesday, Oct. 25.
Wednesday, Aug. 30.	

Mails will also be forwarded to New Brunswick and the United States via Shediac by the *Lady Le Marchant*, every *THURSDAY* morning, on the arrival of that vessel from Pictou.

THOMAS OWEN, Postmaster General,
General Post Office, June 24, 1854.

THOMAS DOUGLASS,

SOLE AGENT FOR

BEE'S BRACE.

Commission Merchant, Importer, Manufacturer, and Wholesale Dealer in every description of

AMERICAN HARDWARE,

NO. 5 PLATT STREET,

THOMAS DOUGLASS, (Four doors from Pearl.)
ASA FARR, Jr., (late of the NEW-YORK.
firm of Child, Farr & Co., St Louis.
June 28. 6m

WANTED, an ORGANIST for St. Paul's Church, Charlottetown. Apply to
ROBERT HUTCHINSO, } Church
or HENRY HASZARD. } Wardens.
June 20th, 1854.

THOMAS MANN, TAILOR, (*Late of Upper Queen Street*,) begs to inform his numerous friends that he has just REMOVED his Business to the House lately occupied by MRS. WOOD, in POWNAL STREET, next door to Mr. Dodd's Brick Store. June 2.

Royal Agricultural Society.

CATTLE SHOW FOR 1854.

THE QUEEN'S COUNTY CATTLE SHOW, will be held in Charlottetown, on Wednesday, 20th September, 1854.

PREMIUMS.

			£	s.	d.
For the best Entire Blood Colt, foaled in 1852.			£2	0	0
For the second best	do	do	1	0	0
" 3d do	do	do	0	10	0
" best Blood Filly,		do	1	10	0
" 2d do	do	do	1	0	0
" 3d do	do	do	0	10	0
" best Entire Colt for Agricultural purposes, 1835,			2	0	0
For the second best	do	do	1	0	0
" 2d do	do	do	0	10	0
" best Filly,	do	do	1	10	0
" 2d do	do	do	1	0	0
" 3d do	do	do	0	10	0

CATTLE.

For the best Bull, dropped since the 1st January, 1852,			2	0	0
For the second best	do	do	1	1	0
" 3d do	do	do	1	0	0
" 4th do	do	do	0	10	0
" best Bull, of any age,			1	10	0
" 2d do	do	do	1	0	0
" 3d do	do	do	0	10	0
" best Cow, giving milk, of any age,			1	10	0
" 2d do	do	do	1	0	0
" 3d do	do	do	0	10	0
" best Heifer, dropped since 1st January, 1852,			1	10	0
" 2d do	do	do	1	0	0
" 3d do	do	do	0	10	0

SHEEP.

Best pen of 3 Ewe Tegs, of Leicester breed,			2	0	0
2d do	do	do	1	0	0
3d do	do	do	0	10	0
Best Ram under 3 years old (Lambs excluded),			2	0	0
Second best	do	do	1	0	0
3d do	do	do	0	10	0
Best Ram Lamb,			1	10	0
2d do			1	0	0
3d do			0	10	0

PIGS.

Best Sow, having reared a litter this season,			1	10	0
2d do	do	do	1	0	0
3d do	do	do	0	10	0
Best Boar,			1	10	0
2d do			1	0	0
3d do			0	10	0

At the Cattle Show in Charlottetown, the following Premiums, offered by the undermentioned gentlemen, will be awarded, viz;

By Judge Peters, £1 for the best half-bred Galloway Bull.

By Mr. Walkinshaw, £1 for the best yearling Ayrshire Heifer.

By Mr. Walkinshaw, £1 for the best yearly Heifer of any breed.

By Mr. J. D. Haszard, £1 for the best Poll Bull of any age

By Mr. J. D. Haszard £1 for the best Poll Cow of any age.

By Mr. B. E. Wright, £1 for the best two year old Heifer of Alderney breed.

All Cattle intended for Exhibition must be entered at the Society's Depot on or before Saturday the 16th September.

Regulations will be published in a future advertisement.

The same amount of Premiums will be given, to be competed for at Saint Eleanor's, in Prince County, and at Finlay's, Cross Roads, in King's County; the time of holding the Shows to be determined by the local Committees in each County.

By Order,
CHARLES STEWART, Sec'y.
Commtee it Room, May 3, 1854.

PROSPECTUS

OF THE

MASONIC REGISTER, AND GAZETTE OF NEWS.

IT is proposed to give this paper a character which shall make it equal, if not superior, to any Masonic periodical in the United States, and a valuable Journal to be forwarded to every part of the globe. It will contain each week a new and well-written story of a useful and moral tendency, well-digested Summaries of Foreign and Domestic News and Masonic Intelligence, the movements of the various Benevolent Associations, Literary, Religious and other Societies of this city, Public Amusements, Notices of Foreign and Domestic Publications, Original Poetry by admired authors, Original Moral Essays, with an Editorial leader on some appropriate topic of the day.

It will give the most impartial statements of matters, in and out of the Order, and be at the same time particularly devoted to the interests of the Fraternity. It will contain from time to time fine Wood Engravings and descriptions of all the principa Public Institutions in the United States. Also original Biographies of distinguished Free-Masons, and other bright worthies in the catalogue of fame. Recent discoveries in the Arts and Sciences, and important Masonic Statistics, will be regularly given.

We do not intend to follow in the wake of our unsuccessful predecessors, for we have marked out an entirely different course. We intend, as here intimated, to introduce into the columns of this Journal, the latest *Foreign and Domestic General Intelligence*, knowing that masons, as well as those not of the Order, want such news,—thus making it a paper in which *all* will feel interested. This, it must be admitted, is an entirely new feature in Masonic Periodicals, and will, no doubt, prove as great a desideratum to the country as well as the city Freemasons.

We pledge ourselves that this paper will be "always on hand"—*will be delivered when expected*. We would fraternally request all brothers, who approve of our undertaking, to use their good word—their influence in procuring subscribers for this—the FREE-MASON'S NEWSPAPER.

Finally, every department of the Paper will be properly attended to, and every aid that talents, means, position and industry can bring to the task, is secured for this enterprise, to make it in all respects the MASON'S NEWSPAPER. To the Masons of America, and the Fraternity wherever they may be found, we offer a sheet that will be entirely worthy of their favorable consideration and support.

Office, 343 *Broadway*, (*Third Floor*.)

J. F. ADAMS, M. D.,
S. LAZARUS,
HENRY N. MARQUAND.

TERMS.—To Subscribers supplied by mail, payable in advance, $2 00 PER ANNUM.

Subscriptions received at GEO. T. HASZARD'S Book Store.

ROSS' ARTIFICIAL SLATE.

Truro, Nov. 5, 1853.

To JOHN ROSS, Esquire, Patentee of Artificial & Metallic Paints.

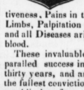
Sir,

WE the Subscribers, House Joiners and Painters, by trade, having been using your "Artificial Slate" for upwards of three years deem it a pleasing duty to express our opinion, that this composition far exceeds any other paint for covering the Roofs of Houses,—apart from its *fire proof* quality its value for protecting wood from the decaying influence of the weather is exceedingly important. We know of many buildings covered with *sawed* shingles painted with Artificial Slate, which have stood the test of summer heat and winter cold, which are now as smooth, as when first laid—the whole roof appears to be *cemented* together, impervious to moisture and consequently not subject to decay.

We regard the application of "Artificial Slate" to *sawed* shingles as a matter of great economic value, and feel desirous that it should be generally known that *sawed* shingles so covered are superior in point of finish and durabillity, to those split and shaved—We are sir, yours, &c.

GEORGE COOK, THOS. M. CROW,
SAMUEL J. BLAIR, D. B. FLETCHER,
RICHARD UPHAM, SYDNEY, S. CROW,
FRANCIS LAYTON, DAVID C. WILSON,
GEORGE GUNN,

Agents for Charlottetown, Mr. KENNETH MacKENZIE, and Mr. GEORGE T. HASZARD.



FOR the CURE of LIVER Complaints, Jaundice Dyspepsia, Rheumatism, Indigestion, Gout, Dysentry, Diarrhæa, Disorders of the Kidneys and Bladder, Erysipelas, and all Diseases of the Skin, Eruptions, Typhold and Inflamatory Fevers, Sick, Headache, Costiveness, Pains in the Head, Breast, Side, Back and Limbs, Palpitation of the Heart, Female Complaints, and all Diseases arising from an impure state of the blood.

These invaluable Pills have been used with unparalled success in private practice for more than thirty years, and are now offered to the public, with the fullest conviction that they will prove themselves a public benefit.

They possess the power of stimulating the depurative organs throughout the body to a healthy action, thus assisting nature to subvert disease after her own manner. Prepared only by D. TAYLOR, JR. & Co., No. 25, Hanover street, Boston.

W. R. WATSON, Charlottetown, General Agent for P. E. Island.

Sold also by M. W. SKINNER, and T. DESBRISAY.

LEAVING THE ISLAND.

MR. J. WEATHERBIE intending to remove from this Island, in a few weeks from this date, requests all persons having any claims against him to furnish their accounts for settlement, and all who are indebted to him, are respectfully and earnestly requested to come forward and settle the same, without delay, and thereby prevent the unnecessary trouble and expense of falling into the hands of an Attorney, which Mr. W. would much regret. Office next door on Prince Street to Temperance Hall.

BRASS FOUNDRY. AND MACHINE SHOP.

BY W. C. HOBS.

NOW open in Great George Street, on the old Stand. Old Copper and Brass bought. An Appretnice wanted.
May 18, 1854.

AN AMUSING RAIL-CAR PASSENGER.

Mr. Chambers, in his description of things as they are in America, gives the following account of a person he met in the cars between Sandusky and Cleveland, O.

Beside me in the car there sat an aged personage of lanky appearance, with thin cleanshaven cheeks, and a broad-brimmed white hat, rather the worse for wear. He spoke continually, either in ejaculatory remarks, or in inquiries about everything. The car had just got under way, and all had settled in their places with the ordinary gravity of American travelers, when my neighbor began in a pretty high key, addressing nobody in particular, and pausing about a minute at the close of every sentence:

"Well here we are all safe, I hope. . . . It's a pleasant thing to know we're going home. . . . O, yes! . . . . Not so cold as yesterday; no. . . . The train seems to be running across the lake. . . . We have nothing but water on both sides. . . . O, I see I was mistaken; there is a pile of lumber. . . . Great lumbering trade hereabouts, I guess. . . . I have been as far as Milwaukie, to see my daughter, who is settled there—she is very comfortable. . . . A long way that. . . . But there's a fine sunset, at any rate." . . . (Looking at me) "How far do you go, stranger?

"I am going to Cleveland and then to Cincinnati."

"O, you're travelling that way, are you? Perhaps in the drygoods line!"

"No. I am not traveling for business; only making an excursion to see some of the more interesting places in America."

"Why, sure! You are from the old country, I guess. Well, now that is strange. What part of England are you from!"

"I am from Scotland."

"Are you? Well, we've no want of Scotch in the States; they're a 'cute set of chaps—well posted up on most things: I suppose you're married. . . . You might be at any rate." . . . (Here he again began to maunder, speaking straightforward to the atmosphere.) "Well, well, marriage is a proper thing; no doubt. . . . I have seen a good deal in my time. . . . Just before leaving home, I received a letter from a niece in New York, inviting me to her wedding. . . . I sent word, that I wished her and her proposed husband much happiness; and the only advice I could give them, was to mind themselves, and to take care of their own babies. . . , Yes, yes, a strange world this. . . . Many people think they have nothing else to do, but make a present of children to uncles and grandfathers, as if they had not had enough to do looking after their own. . . . Won't do, no how, for me, that." . . . (Conductor goes through the car.) "I say, conductor, are we in the right track? . . . This the way to Cleveland? . . . When do we change? . . . O, ay, yes, yes, all right; I thought so. . . . A man can't help being anxious. . . . I am going home. . . . Ah, it's a long way. . . . But I can sleep in the cars. . . . Of course I can. . . . I always carry a cap in the crown of my hat. Nothing like taking little luggage. . . . And so you are from the old country? . . . Yes, yes, you have plenty to see. . . . I declare it's getting quite dark. . . . Well. I dare say we'll get to Cleveland in good time." And so on he went with little intermission to the end of the journey." "I see," said he, "they're slowing the train. . . . There's the engineer's bell. . . . We shall stop in a minute."

And true enongh, the train drew up. The passengers hurried out, and walked down an inclined platform, reached the bank of the river, and placed themselves upon what seemed a raft, without, railing or guard of any kind along the sides. As it was exceedingly dark, I cannot venture on a description of this extraordinary ferry-boat which crossed the Cuyahoga river with the passengers and their baggage in a manner by no means pleasant. Several times, in passing under the mooring line of steam-vessels, we were told to duck down our heads, to avoid being swept from the unprotected deck; and at these times, while there was a general prostration, might be heard the eccentric Bostonian speaking to himself aloud, "Ay, ay, one does meet sometimes with curious things. . . . I hope the rope won't take off my hat. . . . I felt it graze on my back just now. . . . I am glad we are now near the other side. . . . There's a man with a lantern. . . . I think I see the omnibus. . . . Well, I am thankful it's all over now." "And so am I," said another of the passengers. "Its the last time in my mortal existence they catch me on them tracks any more."

Amidst these audible mutterings, the ferry boat touched the quay; and in the scramble which ensued, I saw and heard no more of my loquacious fellow traveller—the only person, by the way, of an inquisitive and prattling turn of mind whom it was my fortune to encounter, and probably one of the few survivors of that by-gone class of characters supposed to be peculiar to America. In the present day, so far as I could see, the people of the United States have too much to do to mind anybody or anything further than what concerns themselves; and so far from troubling you with questions, they are absolutely indifferent as to who or what you are, and let you go your way in peace.

If one half of the pains was taken to improve the human race that there is to improve the breed of sheep, the blood of horses, and the size of pumpkins, we should have some hope for the "perfectability of mankind." But so long as physical and moral deformity and disease are licensed to perpetuate themselves, the breed of illshapen sinners will continue to multiply so rapidly as to postpone the millenium beyond the boundary of human hope.

Five of the sweetest words in the English language begin with H— Heart, Hope, Home, Happiness, Heaven.

CRONSTADT AND ITS FORTS.

(*Correspondence of the N. Y. Tribune.*)

The following description is from evidence derived partly from personal observation and partly from those whose advantages of situation enabled them to make still more extensive investigations and explorations than the writer himself was able to do.

The fortress of Cronstadt lies about 25 miles from St. Petersburg, on the eastern point of Rothrai Ostrof, a little island in the interior extremity of the gulf of Finland. The island was formerly called by the Finns Rat Islands. It consists of chalk, and is about six miles long and one mile in breadth.

At the entrance to the harbor proper stands the *Kronschloss*, built by Peter the Great, on an island, just opposite the citadel; and the haven itself is approachable only through a very narrow and well-defended channel. The passage between Kronschloss and Cronstadt is about 2,000 yards wide, and deep enough for vessels of the greatest draught.

Considered apart from its great importance as a station for the Russian Baltic fleet, Cronstadt is not only St. Petersburg's protector against foreign attack, but also its haven. Here the ships are searched; and here those of great draught must shift their cargoes upon smaller craft, that can sail up the Neva, which, during the dry season, has often not more than ten feet depth of water in its mouth. The entrance to the Neva is through two navigable channels. The northern channel is, by nature, very difficult to navigate, on account of its numerous sandbanks, and is now said to be rendered altogether unnavigable, by sunken ships laden with stone the southern arm is much broader than the northern, but the *navigable channel* is very narrow, and runs close up under the walls of Cronstadt, which walls are "dotted with cannon."

Cronstadt is built in the form of a scalene triangle, with three harbors on the southerly side. The *exterior* or *man-of-war harbor* is completely inclosed by massive, strongly-fortified moles, and is capable of affording shelter to about 35 ships of the line, though at periods of low water, many of these vessels are compelled to anchor in the *middle harbor*, which is principally used for fitting out and repairing vessels belonging to the fleet, and therefore includes docks, powder-magazines, ect, The third *west* or *interior harbor*, which affords room sufficient for 600 ships, and runs paralled with the middle harbor, receives only merchantmen, for which vessels there is, besides, an excellent place of refuge just outside the harbor, which is also protected by a fortress built in the Gulf close by Cronstadt.

The nature of the water here, renders it impossible for a ship to exist more than 20 years at longest, and besides this, they are inclosed in the ice a large portion of the year, generally from the close of November till the beginning of May.

About half the year, therefore, the harbor of Cronstadt is as dead as a desert, and the wide-extended monotony of ice is interrupted by only two roads, one of which leads to St. Petersburg, the other to Oranienbaum. In the year 1849, the harbor at Cronstadt was covered with ice from the 24th of November to the 15th of May.

The construction and reparation of vessels go on in Peter the Great's channel, which passes into the town between the middle and west harbors. It is 2,160 feet long, 56 feet wide, and 26 feet deep. The banks are of solid masonry, and the channel is filled and emptied by means of locks and steam-pumps. Immediately in the vicinity are the docks, where ten ships at once can undergo reparation. There, also, are the ball and bomb foundries and other manufactories of military materials. With the assistance of Catharine channel, which is 1,180 feet in length, and is in communication with west harbor, the war-vessels are enabled to supply themselves with necessaries direct from the magazines.

The town is regularly built, with straight, handsome streets, and large open places or squares, With the exception of the buildings belonging to the Government, the houses generally are of but one story, and are built of wood. Between Peter the Great's and Catharine's Channel, lies the Italian Palace, which Prince Menchikoff built in 1703, just after he had wrested this Island from the Swedes. Here is the *Pilot Academy*, in which 400 pupils, mostly the sons of sea-captains, are, during the winter, instructed in everything belonging to navigation; while during the summer they are at sea, either on board men-of-war or merchantmen, in order to acquire a perfect knowledge of the Baltic and the Gulf of Finland.

Among the most respectable buildings which deserve mention, the Admiralty, the Exchange, the Caserne, the Protestant Gymnasium, several other schools and hospitals, the Royal Casino, and the house of Peter the Great; that is, the building in which he once fixed his residence for some length of time. With the exception of a few oaks, which the renowned Czar is said to have planted with his own hand, there are now no traces left of its former garden.

The fixed population of Cronstadt is not great, when we subtract the garrison, the sailors, and the laborers in the Arsenal; but in the summer the town numbers over 40,000 inhabitants, of whom not a small proportion are foreigners. Of these the most numerous have hitherto been the English. The town exists by the fleet and by the ships of commerce, and is, therefore, quite as deserted and silent in winter as it is busy and bustling in summer. The town and harbor were founded by Peter the Great, who laid the foundations in 1710, but the town did not receive its present name until 1721.

With regard to the fortifications, we will first mention Fort Alexander. It is situated on the most northern corner of the island, is constructed of massive blocks of Finnish granite, and is arranged for 150 guns, although it has hitherto had but 120. The wanting number has doubtless been lately supplied. The Autocrat would not certainly allow even such a deficiency to exist long under existing circumstances. In the middle of the fort is a large yard, or rather open square; and here is the caserne or barracks, arranged to hold 650 soldiers. The building is bomb-proof, and the cannons are all of the largest caliber; but the whole fortress is said to suffer from the same inconvenience as the fortifications at Sebastopol. The back walls of the casements have no vent-holes; the embrasures are very small, and, as the smoke from the powder can thus find no egress, the hands at the guns—such, at least, is the report—is soon obliged to retire or be suffocated.

The next fortification westward from Fort Alexander is Fort Peter, armed with 80 guns, and the one side of which dominates the roads and the passage to St. Petersburg. Fort Menchikoff, which was built in 1851, commands one channel. Finally, on the right bank of this channel, and opposite Fort Menchikoff, lies Fort Risbank, which, when finished, will play 250 cannons.

The latest accounts from St. Petersburg confirm the intelligence that all the strand batteries which dominate the channel that leads into the roads, have been doubled and all these batteries, which together now number 8,000 guns of the greatest caliber, must be brought to silence before Cronstadt itself can ever be attacked. The same intelligence says further that there stands three corps of artillery in reserve.

By a ukase of March 11, General Dohn of the engineers has been appointed "Governor Military" of Cronstadt *ad interim*, and thus replaces the regular commandment, General Lueche.

The readers of this description will perceive that Cronstadt is a very redoubtable fortification, even to the allied armada, and this, too, without the aid of those "infernal machines," submarine batteries, etc., which some time since filled the columns of the German journals, but which in reality never existed anywhere except in the brains of the Russian disposed Berliners. Many, indeed, are the changes which have been rung, nevertheless, upon these reports, and all possible versifications have been made out of them. The most popular of these German Nights' entertainments, was the one which was to "blow up the whole of Admiral Napier's fleet, without the necessity, on the part of the Russians, of discharging a "gun." The Russian, engineers had made cavities in large blocks of granite, filled them with powder, corked them placed them, by means of electrical wires, in communication with galvanic batteries in Cronstadt, and sunk them in the channel. The British Queen and Lords will, therefore, doubtless, some fine day, get perplexing news that their fine fleet has suddenly vanished in the Baltic, as did the army of Cambyses in the sands of the desert.

THE ATMOSPHERIC TELEGRAPH.—The atmospheric telegraph of I. S. Richardson, of Boston, which was illustrated on page 265, vol. 8 Sci. Am., has been laid before Congress, and an appropriation asked for laying down a line between Washington and Baltimore, for carrying the mails. A committee, appointed by the Senate—of which Senator Mallory is chairman—to investigate the subject, has reported as folows:

"It is deemed expedient that the experiment should be made for a short distance, upon an established mail route, in order that, if successful, it might constitute a part of a more extended work; and your committee has been disposed to prescribe a direct line between Washington and Baltimore. The mail between Washington and New York is now carried upon railroads in twelve hours. If your committee do not geatly err, the same mails may be carried between these cities in two hours, by the proposed atmospheric telegraph, and the expenditure now necessary for the transmission of one set of mails, would enable the post office department to send six sets of mails every twelve hours. Many practical difficulties and objections will doubtless develope themselves whenever the atmospheric telegraph shall be established upon a large scale—such, for example, as wastage of power in the air pumps, the wear and tear in the mail bags, pistens, and interior surface of the tubes by high velocities, the admission of air in the tubes, the effects of climate upon them, the expense of establishing them, &c., &c; but your committee, after weighing these and other objections which have been suggested, do not hesitate to recommend an appropriation to test its utility and capacity."

We certainly would like to see this plan fairly and fully tested, to determine the practicability of the invention on a long line, for on a small line it operates well.—*Scientific American.*

A SINGULAR MARRIAGE BLUNDER.—In England recently a singular marriage blunder occurred A clergyman, by mistake, married a lady to the person who officiated in the ceremony as her father. When the new-made husband was pointed out to her, the bride declared with tears in her eyes that could not be as he was already married and had a family. The clergyman was somewhat astounded at the result of his blunder, and asked for time to consult the authorities upon the subject, the result of which was that the next day he performed the service over again without making any more mistakes.

It is with glory as with beauty; for as a single fine lineament cannot make a handsome face, neiher can a single good quality render a man accomplished; but a concurrence of many fine features and good qualities makes true beauty and true honor.—*Bruyere.*