HASZARD'S GAZETTE.

FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

Established 1823. Charlottetown, Prince Edward Island, Saturday, October 1, 1853. New Series. No. 73.

Haszard's Gazette.

GEORGE T. HASZARD, Proprietor and Publisher. Published every Wednesday and Saturday mornings. 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.

Mail Steamer "Fairy Queen."

W. R. BULYEA, Commander,

New Arrangement.

The Steamer *Fairy Queen* will, commencing on the 19th inst., leave Queen's Wharf for Bedeque and Shediac, at 12 o'clock noon, instead of the Evening, as heretofore.

Charlottetown, Sep. 5, 1853.

Summer Arrangement of Mails.

THE MAILS for the neighbouring 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 same 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 until 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. DEALEY,

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 stanuch clinker built BOAT, 16 feet keel. 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 worshiping 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. BARNSTEAD,
" J. McGREGOR,
" D. WILSON,
" J. WEATHERBY,
" J. SCOTT,
" J. LOVE,
" T. DESBRISAY,
" S. T. RAND,
" J. CURRY.

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

Saint John Sale Stables.

M. A. CUMMING, Veterinary Surgeon, begs to intimate to parties having *HORSES* to dispose of, that he is about to open as a Sale Stable, those premises next the Catholic Chapel, head of King's Square, St. John; where Horses will be kept at livery, and bought or sold on commission.

There being no well-understood place in St. John where those *having* Horses, and those *wanting* Horses, know where to find each other, M. A. C. flatters himself that a HORSE BAZAAR, or Sale Stable, properly conducted, may in some measure supply a want often felt by the public; while from the knowledge of horses derived from his profession, he may be able at times to give useful advice both to seller and purchaser.

N. B.—Two or three good young Harness Horses wanted; and a STRONG HEAVY PAIR, full mouthed for shipyard work.

Saint John, 26th April, 1853.

Halifax, 12th July, 1853.

ARCHIBALD SCOTT, Esq.

SIR,—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 extensively used in New Brunswick, Newfoundland and Prince Edward Island, the Canadas and Nova Scotia, principally for covering shingled roofs, as you will perceive by the accompanying circulars of certificates. It has been severely tested, and proved most successfully its fire proof qualities under most 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 color 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.

I have the honor to be, sir,,
Your obedient servant,
J. W. ROSS.
Patentee and Manufacturer.

Halifax 14th July, 1853.

SIR,—In answer to your note of the 12th inst. I consider the use of your "Artificial Slate Paint" on shingled Roofs, as greatly diminishing the risk against Fire—I have frequently reduced the premiums on Buildings in the Country, upon its application,

I am, sir, your ob't servant.,
ARCH'D. SCOTT.
Insurance Agent.

John Ross, Esq. Halifax.

Harper's Magazine for September

A SPLENDID NUMBER, *JUST RECEIVED* at GEO. T. HASZARD'S Book Store.

COMETS AND THEIR MOVEMENTS.

The appearance of the long-tailed stranger in the heavens, which has attracted the gaze and admiration of all, may give interest to the following facts and speculations about comets.

According to Dr. Dick, the real diameter of the nebulosity of a comet increases proportionably as it becomes distant from the sun. Hevelius appears to have been the first who made this observation, for until his time an opposite opinion was maintained. As the tails of comets increase in length, as they approach their perihelia, so it was generally considered that the nebulosities followed the same law. But the observations which were some time since made on Biela's comet, confirmed the theory of Hevelius. Sometimes the tails of comets occupy an immense space in the heavens. That of the comet of 1680, was estimated at 112,000,000 of miles. Sir W. Herschell estimated the length of the tail of the great comet, which appeared in 1811, at 100,000,000 of miles, a space larger than the whole distance between the earth and the sun. Its breadth was calculated at about 15,000,000 of miles. Philosophers have differed in relation to these long trains of light. Tycho Brahe supposed them to be the light of the sun transmitted through the nucleus of the comet, which he believed to be transparent like a lens. Kepler thought that the impulsion of the solar rays drove away the denser parts of the comet's atmosphere, and thus formed the tail. Sir Isaac Newton supposed it to be a thin vapour raised by the heat of the sun from the comet. Dr. Hamilton thought it to be a stream of electric matter. If, says Dr. Dick, these trains consist of vapour raised from the comet, why should this vapour extend to such a prodigious length through space? and why should it be illuminatedt hrough its whole extent? The most splendid comet of modern times was that of 1680. Its tail reached from the zenith to the horizon, an extent of 90 degrees. When nearest the sun, it was calculated to have been within 150, 000 miles of his surface, and its rate of motion at that time was computed at about a million of miles an hour. The period of its revolution round the sun was calculated at 575 years, so that it will not again visit this part of the system until A. D. 2255.

A curious question is discussed in the "Celestial Scenery," namely, whether a comet may ever come in contact with the earth, and produce a concussion. Dr. Dick says that as comets move in orbits, which form extremely elongated ellipses; as they move in all imaginable directions; as they traverse almost every part of the solar system in returning from the furthest verge of their excursions; as they penetrate within the interior of the planetary orbits—even within the orbit of Mercury—and cross the orbits of the earth and the other planets, *it is not impossible* that a comet may come in contact with our globe. An apprehension of such an event produced a considerable degree of alarm on the Continent at different periods, particularly in 1773 and 1832, as formerly stated. But when we consider the immense cubical space occupied by the planetary system in which the comets move, and compare it with the small capacities of these bodies; and when we take into view certain mathematical calculations in reference to the subject, the probability of a shock from a comet is extremely small. "Let us suppose," says Arago, "a comet of which we only know that at its perihelion, it is nearer the sun than we are, and that its diameter is *one-fourth* of that of the earth, the calculation of probabilities shows that of 281,000,000 of chances there is only one unfavourable; there exists but one which can produce a collision between the two bodies. As for the *nebulosity*, in its most general dimensions, the unfavourable changes will be from ten to twenty in the same number of two hundred and eighty-one millions. Admitting then, for a moment, that the comets which may strike the earth with their nuclus would anihilate the whole human race, then the danger of death to each individual, resulting from the appearance of an *unknown* comet, would be exactly equal to the risk he would run if in an urn there was only one single white ball, of a total number of 281,000,000 balls, and that his condemnation to death would be the inevitable consequence of the white ball being produced at the first drawing."

Another question is discussed by the same writer, namely—whether any comet has ever fallen into the sun. It was, he says, the opinion of Sir Isaac Newton, that one purpose for which comets are destined is, to recruit the sun with fresh fuel, and repair the great consumption of his light by the streams continually emitted every way from that luminary; and that such comets as come very near the sun in their perihelions, meet every time with so much resistance from his atmosphere, as to abate their projectile force; by the constant diminution of which, the centripetal power, or gravitation towards the sun, would be so increased as to make them fall into his body. On a similar principle, Arago supposes that the comet of 1680, which approached so near the body of the sun, must have passed nearer to his surface at that time than at its preceding apparitions; that the decrease in the dimensions of the orbit will continue on each succeeding return to its point of perihelion; and that "*it will terminate its career by falling upon the sun.*" But he acknowledges that "from our ignorance of the various strata of the sun's atmosphere, of that of the comet of 1680, and of the time of its revolution, it will be impossible to calculate after how many ages this extraordinary event is to happen;" and he likewise admits that "the annals of astronomy, do not afford any reason to suppose the previous occurrence of such an event since the origin of historical record;" so that we have no direct evidence that such an event has ever taken place, or that it ever will. We know too little of the physical constitution of the sun, and of the nature of comets, to be able to assert that the falling of a comet into the sun would actually recruit the luminous matter of which his outer surface is composed; for we have reason to believe that there is little or no analogy between the mode in which we supply our fires by means of fagots, and that by which the solar light is recruited and preserved in its pristine vigour; and besides, it is found that bodies, particularly in certain electric states, may be rendered luminous without the addition of any extraneous body to their substances.

A TRAVELLING HOTEL.—A Paris correspondent of the *Cincinnati Gazette*, in a letter dated August 11, gives the following account of a novel mode of travelling in France. He writes: "If we are in advance of the world in sea yachts, the French have beaten us in the article of railroad yachts. A rich capitalist, Monsieur the Count of L——, has invented and superintended the construction of a railroad hotel, for his own private use, with which he intends to travel with his family over all the railronds of France. It is a complete house, with all its dependencies, principal and accessory. There is a parlour, bed-rooms with beds, billiard-room, kitchen, office, a cellar. ice-house, &c.; in one word all the elegance and the comfort, the useful and the agreeable of a dwelling the most complete, and the most rich. It is very long, and, like all French cars, very wide. It is made so that it can be transformed from one set of wheels to another, though that seems of no importance, since the roads of France are all, I believe, of the same wide guage. This travelling hotel has cost its proprietor about fifty thousand francs, and is at this moment attracting great attention at the depot of the Orleans railway.

OPIUM EATING IN CHINA.—The extent of the degredation which the use of opium entails will be apparent when we say, that not in exceptionally brutal cases, but in very numerous and regularly recurring instances, opium smokers, after running through all their property and becoming bankrupt in means reputation, scruple not to secure a prolonged term of enjoyment (for we have heard one confess "without opium, life is nothing,") by selling their sons as slaves, their wives and daughters as slaves or prostitutes, and, horrible to relate, themselves as substitutes for condemned criminals even about to suffer capital punishment.

CAN POTATOES BE PLANTED IN THE FALL?—They can, and they will grow and produce well, if rightly dealt with. A gentleman writes to the *Maine Farmer* that he witnessed an experiment of a person who worked on a farm of the late P. Tallmon. He planted a field of potatoes in the fall, just before the ground froze. In the spring following, they came up well; he hoed them carefully, and kept them free from weeds, and in the month of June, (they were probably an early variety,) he began to dig them. They sold readily for a dollar a bushel. He had an abundant crop, and sold five hundred bushels at that price. To make the thing go, it must be requisite that dry ground be selected, for potatoes will not bear water. Perhaps, too, it would be needful to cover the hills with leaves, straw, or some mulching substance; but of this we are not certain. Try it, friends, on a small scale.

NEW PLAN OF HAT VENTILATING.—We observe in a foreign journal that a London tradesman has taken out a patent for a new sort of hat, with ventilation in the sides of the crown, near the band, and not by a hole in the top. Baldness is frequently produced by our close hats, which, in a hot day, operate like a tight cylender for receiving and condensing hot air. Headache, too, is a common effect of tight, and unventilated, and unventilating hats. We trust that if the London patent be a real advantage, or rather a certain comforter to the head of man, we may speedily have it over on this side of the water.

NEWSPAPERS.—It is uncertain (says the Boston *Post*) what country first used newspapers. In the days of James 1., in England, news was occasionally circulated in small quarto pamphlets. The earliest one preserved in the British Museum is entitled *News out of Holland*, of the date of 1619, and printed by N. Newbury: and there are others of the date of 1620, 1621, 1622. In 1622, these quarto issues were converted into a regular weekly issue, entitled *News of the Present Week*, edited by Nathaniel Butler, and this was the first weekly newspaper printed in England. In the days of Charles I. these news pamphlets multiplied greatly. In 1622 the *Kingdom's Intelligence* was commenced in London, which contained a greater variety of matter than had been customary. In a few years the advertisement feature began. It was not until Queen Anne's time, 1709, that the Londoners had the luxury of a daily journal —*The Daily Courant*. Scotland had a newspaper in 1653; Ireland in 1641; Germany in 1612: the American colonies in 1704. The earliest country that had them is supposed to be Italy.

SOUTH AMERICAN OX-DRIVERS.—The wagoners drive their oxen in a way peculiar to themselves, perfectly harmonizing with their indolence. Usually three or four yoke are fastened to the shaft, and to drive these with a whip, it would need to be a very long and heavy one; but this would not be agreeable, and therefore they have another fixing, which is a very long pole, generally a bamboo, which swings from the forepart of the waggon in such a way as to reach out with its sharp ironpointed end to the furthest yoke—at the same time being balanced at the but end by some weight, it is very easily managed. The driver, who leans lazily back in the forepart of the wagon, needs only to keep the bamboo swinging; being able, at the same time,to reach the first yoke with its point. The third yoke, indeed, cannot be reached in this way, and for their benefit another point, about a foot long, is fastened right over their backs, and the driver has only to lift up, the point drops down on the poor beasts. For the two yoke nearest to his waggon, he carries another little pole, also sharp pointed, and just loug enough to reach the second yoke.

"We see but in part," in the beautiful language of the Bible, is well and forcibly illustrated in the following: A traveller, as he passed through a large and thick wood a part of a huge oak, which appeared miss-shapen and almost seemed to spoil the scenery.

"If," said he, "I was the owner of this forest I would cut down that tree."

But when he had ascended the hill, and taken a full view of the forest, this same tree appeared the most beautiful part of the whole landscape.

"How erroneously," said he, "I have judged, while I saw only a part!"

"This plain tale," says Dr. Olin, "illustrates the plans of God. We now 'see but in part.' The full view—the harmony and proportion of things—all are necessary to clear up our judgment."

From late American Papers.

SANTA ANNA has infused more energy into the Mexican Government than has ever been manifested before. He is building roads, punishing robbers, and for the first time for many years shows the Mexicans a government which they are obliged to obey. His movements are benefiting the country, all of them, excepting, perhaps, that which is consolidating a powerful, and well disciplined army. He is arraying a powerful army, which, if he is disposed to quarrel with the United Government, will give us no little trouble. He is said to have an army of 92,000 men, and is training and arming them in a skillful manner.—*Portland Advertiser.*

FEVER AT NEW ORLEANS.—The Board of Health report the deaths for the week ending September 3d, to have been nine hundred and fifty-five; by yellow fever eight hundred and four. The whole number of deaths since the 28th of May has been nine thousand. five hundred and forty-four, of which seven thousand two hundred and thirteen were by yellow fever. The fever is beginning to attack the more wealthy portions of the community; several prominent citizens were lying in a critical state. Among the fever victims not previously reported are Rev. Mr Childers, Methodist clergyman, William Emory and Catharine McGinn of New York. Five vessels had arrived in the river from New York, with crews and passengers numbering 250. They were forbidden to come up to the city, and steamboats were to be sent down to convey them to places above New Orleans without stopping there.

A late despatch from New Orleans states that the ravages of the fever in that city continue to shew a gratifying decrease.

Private Telegraph Despatches: "Quebec 20th Sept. Flour 32s" "Boston 20th, —no change in price of Canada flour here."

SAN FRANCISCO AS IT IS TO-DAY.

A California correspondent, under date of the 15th ult., the latest received, says:

San Francisco contains something over 60,000 inhabitants. There are ten or twelve river steamers running daily to Stockton, Sacramento, Marysville, and other places. We have as beautiful a bay as can be found any where, and plenty of good wharves filled with shipping. The streets are laid out at right angles, running east and west, north and south. Montgomery is the fifth street up from the bay, running north and south, and is the Wall street of San Francisco. All the bankers and money exchangers are in this street. The banking houses of Page, Bacon, & Co., and Adams & Co., are built of Chinese out granite. Builders do not use any here from this State, as they can get it from China much cheaper, and in forty days' time. All the buildings going up now within the fire limits are built of brick, the first story either of granite or freestone, which is quarried thirty miles up the sacramento river, near Benici, the capital of the state. You can get no insurancnce here, and that is the reason why they are building fire proof stores.

The wages for mechanics of all kinds are from $6 to $8 per day last week, and in some instances got it; for there are hundreds of stores, and one or two hotels, under way here, and also on Rincen Point, Happy Valley, the United States Marine Hospital, a very large brick structure.

There is plenty of silver change, but nothing circulates less than a dime, and that goes for a bit. Nearly all the gold in circulation is minted at the United States assay office in $5, $10, $20, and $50 pieces, which are called slugs. You bid good bye to all bank-rags when you leave the Atlantic States, for here we have nothing but the pure metallic currency. The bankers buy gold dust, receive deposites from merchants, mechanics, and others. but issue no bills, except bills of exchange on all parts of the world. By the last steamer, one house alone, that of Page, Bacon, & Co., sent on a million dollars of treasure to New York.

There are three marble yards here, but the bosses do all the work pretty much themselves; there are also three granite, and three freestone yards. I have worked since I arrived here, 12½ days, at $8 per day. Board is from $10 upwards per week; washing $3 per dozen; drinks in the large whiskey mills at 2 bits each; cigars the same.

TEMPERANCE.

SUBJECTS FOR DISCUSSION.

Among the varied subjects for study and discussion relative to the Temperance Reform, the following are deemed to be, at the present time, worthy of especial attention:—

1. The necessity of wise, just and effectual laws for the suppression of the sale of intoxicating drinks. Are such laws consistent with the principles of right and justice? And in suppressing the sale, as a beverage, is it necessary or desirable to attempt to *regulate* the sale for other and lawful purposes?

2. The extent to which prohibition may be carried. Is the right of any Government to prohibit the sale of intoxicating drinks an arbitrary right, or is it founded in reason?

3. The duty and responsibility of legislators, and of executive and judicial officers. If legislators, whose oath of office requires them to take care of the moral as well as the pecuniary welfare of the Country, disregard the claims of humanity, and make no provision for the removal of the evils of intemperance, are they not morally responsible for the continuance of those evils? And may not executive and judicial officers, by neglect of duty, make themselves equally guilty?

4. The duty of gospel ministers to preach the whole truth on this subject, as they may find it by careful study of the Bible, and to urge upon the members of their churches and congregations the importance of conforming their principles and conduct to the teachings of the Holy Scriptures, as those teachings are illustrated and confirmed by the providences of God.

5. The duty of christians to *pray*, to labor, and to *give money* for the *advancement* of this great reformation; and of all men who engage in this work to conform their principles and measures, as nearly as possible, to the law of love revealed in the Scriptures.

Our principles, as thus devoloped are open to remark, and we court the candid criticism of the wise and good.

The latest novelty in the way of fraud, is that of making chicory to resemble the coffee-berry. The chicory is ground and made into a stiff paste, and in this state is so moulded as to resemble the real berry. The imitation is so perfect as to deceive the keenest eye.

A coal mine is said to have been discovered on Mt. Sinai.