HASZARD'S GAZETTE.

FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

Established 1823. Charlottetown, Prince Edward Island, Wednesday, September 7, 1853. New Series. No. 66.

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.

CARD.

GEO. P. TANTON'S DAGUERIEN GALLERY, Great George Street, opposite Mr. J. R. Watt's, where Likenesses are taken by the most improved Northern Sky-light—the only light that can produce a good picture.

A good assortment of Lockets, Frames, and plain and fancy Cases kept constantly on hand.

Rooms open from 9 a. m. to 4 p. m.

Morning light is most preferable for rapid process, such as children, &c.

May 14. 3m.

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NOTARY PUBLIC, CONVEYANCER, AND ACCOUNTANT.

OFFICE—over the Bookstore of Mr. G. T. HASZARD, Queen's Square (South side), Charlottetown.

☞ Deeds of Conveyance of all descriptions, of Leasehold and Freehold Estate, including Assignments, Mortgages, &c., Letters of Attorney, Bonds, Indentures of Apprenticeship, Bills of Sale, Charter Parties, Arbitration Bonds and Awards, Petitions, &c., prepared with accuracy and despatch; Merchants' Books, Partnership and other complicated Accounts, &c., arranged and balanced at moderate charges.

A CARD.

THE undersigned having this day entered into *CO-PARTNERSHIP* as GENERAL and COMMISSION MERCHANTS, their Business heretofore carried on by them individually, will in future be conducted under the Name and Firm of *LONGWORTH & YATES.*

FRANCIS LONGWORTH,
ALBERT H. YATES.

Charlottetown, P. E. Island,
June, 16th, 1853.

N. B. The AUCTION business will at all times receive their best attention.

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.

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.

Mail Steamer "Fairy Queen."

W. R. BULYEA, Commander,

WILL leave (till further notice) for Bedeque and Shediac every Monday evening, at 9 o'clock; will leave Bedeque at 7 o'clock, Tuesday morning, for Shediac; returning, will leave Shediac at 2 p. m., same day, Tuesday, and Bedeque at 8 o'clock, in the evening for Charlottetown.

Will leave Pictou, every Wednesday and Friday morning, at 6 o'clock, till further notice. For Freight or Passage, apply to the Hon W. W. LORD, Charlottetown, JAMES C. POPE, Esq., Bedeque, or to the Master on board.

Fares low to Shediac, and as usual to Pictou.

Charlottetown, May 30, 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.

THE COLONIAL LIFE ASSURANCE COMPANY.

GOVERNOR—THE RIGHT HONORABLE THE EARL of ELGIN and KINCARDINE, Governor General of Canada.

HEAD OFFICE—22 *St. Andrew Square, Edinburgh.*

Board of Management in Halifax for Noua Scotia and Prince Edward Island—

Hon. M. B. Almon, Banker.
Hon. William A. Black, Banker.
Lewis Bliss, Esq.
Charles Twining, Esq., Barrister.
John Bayley Bland, Esq.
Hon. Alexander Keith, Merchant.
James Stewart, Esq., Solicitor.
Medical Adviser—A. F. Sawers.

Agent & Secretary—Matthew H. Richey, Solicitor.

The following gentlemen have been appointed Officers of the Company in Prince Edward Island, and will be prepared to furnish information as to the principles and practice of the Company and the rates of Assurance.

Charlottetown—Medical Adviser—H. A. Johnston, M. D. Agent—E. L. Lydiard.

Georgetown—Medical Adviser—David Kaye, M. D. Agent—William Sanderson.

St. Eleanor's—Medical Adviser—Joseph Bell, M. D. Agent—Thomas Hunt.

MATTHEW H. RICHEY.

Charlottetown Mutual Insurance Company,

Incorporated by Act of Parliament in 1848.

THIS COMPANY offers the best guarantee in case of loss, and accepts Risks at a saving of fully 50 per cent, to the assured.

The present reliable Capital exceds £1700. Persons having property in Charlottetown, or vicinity, should lose no time in applying to the Secretary of this Company for Policies or Information.

☞ One of Philips' Fire Annihilators has been purchased by the Company, for the benefit of persons insured in this Office. In case of Fire, the use of it can be obtained immediately, by applying at the Secretary's Office.

W. HEARD, President
HENRY PALMER,
Sec'y and Treasurer.

Secretary's Office, Kent Street,
August 5th, 1853.

Provincial Marine Insurance Company,

TORONTO, C. W.—Agent for Prince Edward Island,

BENJAMIN DAVIES.

Charlottetown, April 11, 1853.

Fire! Fire! Fire!!

Secure your Property at a saving of fifty per cent.

THIS can only be done by Insuring in the MUTUAL FIRE INSURANCE COMPANY.

This is the only Office where claims for loss can be met, without reference to a foreign Company.

Blank forms of application, and any other information can be obtained at the Secretary and Treasurer's Office, Kent Street.

April 6, 1852.

ALLIANCE

LIFE AND FIRE INSURANCE COMPANY, LONDON.

ESTABLISHED BY ACT OF PARLIAMENT.

Capital £5,000,000 Sterling.

CHARLES YOUNG,
Agent for P. E. Island.

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.)

Twelvetrees Brothers' Soap Powder

(an entirely new invention.)

IS the cheapest, safest, best, and most effectual article for all washing purposes, a packet of which is equal to ten Pennyworth of Soap!

The saving of Time and Labour is so astonishingly great, that a WEEK'S WASH can be accomplished BEFORE BREAKFAST—no rubbing being required.

This wonderful Article is MORE SERVICEABLE THAN SOAP, as it produces a better and much quicker lather, and is adapted for purposes for which Soap cannot be safely or effectually used.

It will not injure the hands, or the most delicate material; but whilst it is incomparable for permanently whitening Linens, &c., after they have become discoloured by age, or injured by bad Washing, it is also unsurpassable for improving the colors of FLANNELS, BLANKETS, WOOLLENS, COLORED PRINTS, MUSLIN and LACE. For Sale by

GEO. T. HASZARD, Queen Square.

New Books! New Stationery!

GEO. T. HASRARD has JUST RECEIVED from EDINBURGH a supply of BOOKS and STATIONARY which are now open and FOR SALE, and among which are—

Blank Books, Ledgers, &c.
Note Papers and Envelopes
Charts of the Gulf and Island
Dr. Cumming's Works
Barnes' Notes on the Scriptures
Neander's Church History
The Leisure Hour
The Wide, Wide World, cheap edition
Parlor and Railway Libraries
ReadableBooks illustrated, &c. &c. &c.

THE ATLANTIC STEAM SHIPS.

Extract from a work recently published by Captain Mackinnon, R. A.:

The Atlantic is now so completely bridged by the magnificient steamers of Cunard and Collins, that a voyage across the ocean has become a mere pleasure trip. As I have never seen a popular account contrasting the performances of these great lines, I propose to give a sailor's experience of a voyage to New York by a Cunard steamship, the *America*, and a return voyage to Liverpool by the Collins vessel, the *Baltic*.

At 11 A. M., on the 10th July, 1852, I found myself and luggage on board the steam-tug at the place of embarkation at Liverpool, and in a few minutes was conveyed alongside the Cunard vessel *America*. The passengers who crowded the deck of the little tug were anxiously scanning every thing about them, and no doubt speculating on the characters of those with whom they were to be so closely packed up for the next ten days.

The passengers by a transatlantic mail steamer are of a mixed character. Commercial travellers are the most numerous class, as the great manufacturing houses in England have discovered that Brother Jonathan is after all, one of our best customers.

Although every arrangement in the *America* was substantial and good, and the captain an experienced and able officer, there was a degree of pompous mystery in the arrangements of the vessel very much in contrast with the Yankee steamers. For instance, it was impossible to get the ship's daily run or any information of her position. If a passenger ventured to ask a question from one of the officers, he met with a sullen reply.—A part of the upper deck was denied to the passengers, unless especial friends of the officers. These trifles caused a certain degree of restraint, and formed a topic of conversation amongst the American passengers, who could not fail to see the contrast thus afforded to the universal and cordial civility and attention in Yankee vessels.

The *America*, although one of the oldest and slowest of the Cunard line, is a very good vessel. Upon starting from Liverpool, deeply laden with cargo and coals, her speed did not exceed eight and a half knots per hour, which gradually increased to nearly ten, as in proportion to the consumption of her fuel, her weight was diminished. Nothing could exceed the smoothness and beauty with which the engines performed their work. Fortunately, the ocean was as smooth as glass, and the passengers, after meeting twice at the dinner-table, became sociable and friendly. Some Canadians were aboard, who very freely expressed their opinions, particularly as to the treatment they had met in England. One gentleman, to the great edification of our Yankee fellow-voyagers, described his attempt to visit Portsmouth dockyard. "I went down," said he, "with two Americans, with whom I had been stopping in London, to see the dock-yard at Portsmouth. On giving our names at the gate, my American friends put down their residences in certain American towns which bore English names, and were allowed to proceed without further question; whilst I, unfortunnately, stated Canada to be my place of residence. Immediatetely the official pronounced me to be a *foreigner*, adding that my admission could not be permitted."

Several intelligent American shipmasters and builders were likewise on board, and the celebrated constructor of the "*Marco Polo*," from New Brunswick. The conversation after dinner turned upon the various modes of naval architecture, and the general opinion appeared to be that if fifty feet bow was added to the "*America*" her speed would be prodigiously increased, even with her present engines,

"And pray," said one to the builder of the *Marco polo*, "what price did you get for your fine 1,400 ton ship?"

"Very little," replied he; "not half what she is worth; only £9,000."

"What sort of figure-head did you give her?" asked another. "What does New Brunswick consider the apropos device?"

"Oh!" replied our friend from New Brunswick, "we thought a man with *top boots and knee breeches* would be the proper and classic costume for so celebrated a traveller!"

Only imagine! the Ventian traveller of the 13th century dreessd like an English coutry squire of the 18th!

Since 1855, the value of ships has risen so much, there is little doubt that the *Marco Polo* is just worth at the present time at least double her first cost. Such are the chances of speculation in shipping.

Never had a steamer a better chance for crossing the Atlantic, as the sea was as smooth as a sylvan lake. In eight days the usual fog indicated the approach to the banks of Newfoundland, and on the tenth day the rugged coast of Nova Scotia, announced our vicinity to Halifax. From this town the voyage is short to Boston; but the weather still continued cold and foggy. On entering Boston Bay the chill atmosphere rendered warm clothing necessary, though upon landing, the heat was most oppressive, the thermometer standing at 97° in the coolest place. It is impossible to give an adequate account of the enervating effect of this sudden change on the frame.

On arriving at New York I took a passage in the *Baltic* for which I paid $120, about £24, and now proceed to give a description of that vessel.

The American steamship *Baltic*, belonging to the Collins line, was built by Jacob Bell, of New York, at a cost of $710,000, equal in round numbers to £142,000. She is barque rigged, and can spread about the same quantity of canvass as an ordinary sloop-of-war.

Her dimensions are as follows:—Length on deck, nearly the same as keel, 283 feet; breadh, 45 feet; depth, 32 feet; tonnage, 2,723; scathing, 20¼ inches in the throat; 9 inches at the plank sheer. She is fastened with diagonal iron braces throughout, and has three decks below the spar deck. With 1,100 tons of coal, 600 tons of freight, and full complement of passengers and baggage, she draws about 22 feet. She can accomodate 167 first class passengers, and 38 second class.

She is fitted with two side-lever engines; 96 inch cylinders, and 10 feet stroke, and the entire cost of engines and boilers was $250,000, equal to £50,000.

Her average consumption of fuel is 80 tons per day; her coals averaging 16s 6d a ton in England, and 18s 6d in America; and she daily lightens 3½ inches. Diameter of her water wheels, 35 feet; length of buckets, 12 feet, width 20 inches; number of buckets to each wheel, 32; Diameter of paddle-shaft in the bearing, 23 inches.

In smooth water the wheels average 15 revolutions. Her average steam for the last year, 15 inches; limit permitted by the company, 18 inches; but it is seldom reached at sea, as the cylinders consume the steam faster than it can be produced. The highest speed ever made at sea is 15 knots per hour, and the least last winter, for 24 hours, 167 nautical miles. None of the vessels of this line have been caulked outside since they were launched, or were ever hove-to at sea from stress of weather. Three thousand pounds, or fifteen thousand dollars, are expended to supply passengers and crew for one voyage to England and back. Wines and liquors are not included in this expenditure, and are a matter of accommodation to the passengers, as no profit is made, only a sufficient advance upon prime cost to cover losses from breakage, &c. The officers of the ship are charged same as passengers. I can answer for the cheapness and goodness of these articles from my own experience.

The usual charge for passengers is £30 from England and £24 from America—the return trip being thus considerably cheaper. It is usual to give the waiter that attends at table ten shillings, and likewise the bed-room attendants; the stewardess who attends ladies at same rate. The officers mess together; there are likewise separate meesses for the engineers, sailors, stokers, and coal-trimmers, so that they do not interfere with each other. The three latter classes have fresh meat in the morning and at noon, and salt pork and beef for supper. The firemen and coal trimmers, in consequence of the severity of the work, have supplies of provisions set out for them all night. The officers and men are in two watches, and careful logs are kept both in sailing and engine departments.

I am only doing justice to these magnificent vessels in stating that they are, beyond any competition, the finest, the fastest, and the best sea boats in the world. I am sorry to be obliged to say this; but, as a naval officer, I feel bound in candor to admit their great superiority. Their extraordinary easiness in a sea cannot fail to excite the admiration of a sailor; and I never beheld anything like it. There was none of that violent plunging, that sudden check usually attending a large ship in a heavy head sea. The elongated bow dipped gently in when a vast, wall-sided, and threatening swell appeared overwhelmningly to rush upon her. The whole forelength of the vessel appeared to sink gently down until almost level with the water, and as gradually to rise again after passing. Most wondrous of all, no sea ever came on board, and the foaming and angry waters appeared to glide harmlessly past her peak and narrow bows. The extraordinary difference in this respect to the *America* was most marked, as a very ordinary head sea would dash angrily, and with huge volumes, over *her* bows. I attribute these admirable qualities to two reasons: First, the long and gently graduated bow; and secondly, the lightness and buoyancy of the fore part of the vessel, when releived from the bowsprit. This bowsprit, in the Cunard line, projects considerably from the bow, and its weight is greatly aggravated by the leverage caused by its projection. I am not aware of its exact weight, but it must be enormous, particularly at the extrmety. The most experienced sailor would be very much deceived in forming a judgment of the seagoing qualities of the Cunard and Collins steamships from a mere outside inspection; and I acknowledge that, at first, I could not conceive the Collins line to be so safe and easy in a sea as the Cunard line. From a considerable experience in all classes of steam vessels besides the Cunard *America*, I advisedly assert that the *Baltic* is out and out, by long odds, the very best and easiest steamship I ever sailed in.

(To be continued)

MISCELLANEOUS.

A LAKE OF PITCH.

The Island of Trinidad is situated about seven miles from one of the mouths of the Orinoco river. The most remarkable natural feature of this island is the Pitch Lake, situated in the southwestern part of it. The lake is nearly a mile and a half in circumference, and the pitch or bitumen at the sides is perfectly hard and cold; but toward the middle it becomes gradually wrrmer and softer, till in some places it is seen boiling up in a liquid state.

A correspondent of the Troy Whig, at Port of Spain, Trinidad, gives the following discription of this remarkable lake:

"Imagine a black surface, a dreary, desolate black, spread out to the length of half a mile, by an eighth in width, slightly varied by many fissures some of them but a step across, some too wide to jump. A few of thes fissures filled with short shrubbery, but most of them are mere ponds of water, clear as the mountain spring."

"Then imagine the whole bordered by a thick growth of trees and the graceful bending bamboo, and this whole border thickly hanging with a profusion and variety of beautiful flowers; and I know not the spot elsewhere where the eye can rest on such a profusion of flowers at a glance; this may possibly convey some general idea of the peculiarity of a general view.

"For a closer inspection of the central part of the lake, I secured the services of a negro, to carry a plank for me to bridge the unjumpable fissures.

"I then found spots where the surface of the pitch would gradually sink beneath my feet, so that in a few moments I stood in a cavity ankle deep. Not wishing to pitch deeper, I changed my position. In other places it seemed to be boiling below, for the surface around me was bubbling and simmering like that of a pot over the fire, while the gas thus disengaged was very strong.

"Though the surface of the lake is generally too hard to receive a foot-print, being usually just hard enough to cut readily with an axe, there are places where the pitch oozes out in a nearly liquid form, so that one may dip it with a spoon.

"Near the lake I found a colored man engaged in boiling the pitch in several large boilers. A part of this he sells after boiling, in a pure state, and to the rest he adds a portion of lime, when it is shipped as mastic. He says that he has cut from the lake a great many hundreds of tons, but he never penetrates more than ten or twelve inches below the surface, and the hole is always filled again within two days after the cutting. The supply is, doubtless, inexhaustible.

"But the pitch is not confined to the spot I have endeavored to describe. There are masses of it extending miles inland, and in several points it extends to the sea beach. At the last place it is cut out in large quantities to ship to this city, and to some of the islands, for use in building and flagging the streets. It is used by the steamers as fuel, being largely mixed with coal, and is rececently coming into use in the manufacture of petrolium.

"But whenever these cuttings are made on the lake, inland, or on the beach, the quantity is almost immediately made good, and in some places gradually increases. The neighborhood is in motion, very slow to be sure, yet there is, as it were a growing up of the surface in spots, so that the houses in La Brea are found now and then, to have a side or an end raised a few inches above its opposite one."

THE EARTHQUAKE AT SHIRAZ.

The Caucase publishes a letter, dated the 14th of May, from M. Fagergrene, a Swedish physician in the service of Persia, which gives the following further details of the earthquake at Shiraz, on the 21st of April:

"You already know that the town of Shiraz no longer exists, having been completely destroyed by an earthquake. Up to this time the shocks have not completely finished, and God knows when we shall be relieved from our anxieties.

"It is impossible for me to describe the horror of the first shock, which lasted for five minutes. All the inhabitants where asleep, from which they were awakened by a noise louder than that of thunder, and by a mass of stones falling into their rooms. This, at least, is what occurred to me. My first idea was to fly, and I was fortunate enough to reach the centre of the large court with those who resided in the house, when it fell to the ground. The immensity of this disaster was only visible when daylight appeared. On every side the eye could see nothing but a heap of ruins, streets blocked up with stones, and dead bodies being carried on litters without the walls of the city.

"It made the heart bleed to see the limbs of persons showing themselves from beneath piles of rubbish, and men, women, and children endeavouring to withdraw the multilated bodies of their friends and relations from beneath the ruins, which, in their despair, they were tearing away with their teeth, their hands, and their nails. Out of several thousand victims, the lives of only a very small number were saved. These scenes were repeated for five days, during which it is calculated that twelve thousand persons perished. On the fourth day, large bands of brigands made their appearance, and plundered the unfortunate inhabitants, who were without defence, and without asylum, of what little they had been able to save from the ruins.

"For three days, the town was delivered up to the pillage of these brigands, whose numbers were increased by a report that Begler Bey, the Pasha of Shiraz, was among the dead. Shocks are still felt three or four times in a day, and are so violent, that houses, which have resisted former shocks, are falling to the ground, one after the other. My life, and that of my wife, have been saved, but all that I had made since my arrival in this country is lost. I purchased a house three months ago, which is now nothing but a heap of ruins."

SHORTENING-IN LIMA BEANS AND SQUASHES.—The *Family Visitor* states that clipping the shoots of Lima beans, when about six feet high, produces an abundant crop, the beans ripening in August. Squashes, the vines of which were nipped after two or three squashes had formed, were larger and ripened better. By cutting out the early-bearing branches, a succession of squashes was obtained through the summer. Tomatoes which grew on an excessively rich piece of ground, were not benefitted by shortening, new and more vigorous shoots successively pushing out in place of those which were clipped.