# HASZARD'S GAZETTE.

## FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

Established 1823. | Charlottetown, Prince Edward Island, Wednesday, July 12, 1854. | New Series. No. 154.

**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 firm of Child, Farr & Co., St Louis.) NEW-YORK.
June 28. 6m

**CARD.**

THE Subscriber begs respectfully to inform his friends and the public, that he has commenced business as Auctioneer and Commission Merchant, and trusts by punctuality and attention, to merit a share of public patronage.

WILLIAM DODD.
Auction Room, Smardon's Buildings, Queen Square, June 5th, 1854. Isl4w

**A CARD.**

THE Subscriber begs leave to inform the Public, generally that he has commenced business as, a
**Commission Merchant and Auctioneer.**
At the corner of Queen & Sydney Streets, and hopes by promptness and punctuality to merit a share of their patronage.

ARTEMAS G. SIMMS.

☞ CASH advanced upon articles left for Auction.

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.

DR. HILLCOAT, M. R. C. S., England, can be consulted on the various branches of his profession, from 9 a. m., to 11 p. m., at his residence Keppoch House, late the property of JAMES DUNCAN, ESQ. Isl 4

**MINIATURES! LIKENESSES.**

THE Subscriber has just received a handsome stock of Plates and Cases, gold and plated Lockets and Broaches for Likenesses, done by top or side light.

Also, a first rate Camera, for sale, with instructions in the old stand.

W. C. HOBBS.

**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.

**BELL'S CLOTHING STORE.**

MESSRS. C. & J. BELL take this opportunity of returning their sincere thanks to their friends and numerous customers throughout the Island, for the very liberal support which they have received, since commencing business; and now beg leave to inform them and the public generally, that they have imported a choice and well selected Stock of GOODS, suitable for the Clothing Business, which they will make up to order, on the most reasonable terms. They will also make up, and have constantly on hand, of their own manufacture, ready made Clothing of all descriptions, which they will sell as cheap as any imported from England, and made up in a superior manner, being practiced Tailors themselves, and employing the best of Workmen; they are prepared to execute all orders intrusted to them, superior to any other Establishment on the Island.

N. B.—Gentlemen furnishing their own Cloth and Trimmings, can have them made up as usual.
Isl. Ex & Adv 6i

SEALED TENDERS will be received at this Office until noon on SATURDAY, the 15th instant, for the performance by Contract of the undermentioned services at the Barracks, Charlottetown, viz:—

No. 1.
**Officer's Quarters.**
Repairing Chimney, Plastering of Walls and Ceilings, repairing Joists, Floors, Skirting, Doors; also, Foundation Walls, Sills, Floors and Door Frames of six Porches.

No. 2.
**Soldiers' Barracks.**
Removing five pairs of Window Sashes, and repairing Chimney backs, Plastering and Flooring of the rooms.

No. 3.
**Hospital.**
Four new Shutters, repairs to Chimney, boarded Partitions and Flooring.

No. 4.
**Cooking House.**
Renewing the Ceiling.

No. 5.
**Engine House.**
Rough and Weather Boarding.

All information required as to the nature of the work, &c., may be obtained on application at the Barrack Office.

The Tenders (to be made on a printed form, obtainable at this Office, and none other will be noticed) to state the sum for which each service will be performed, and to be accompanied by the Signatures of two responsible persons as Sureties in the joint sum of £25 sterling.

Payment will be made by the Ordnance Officer, on the satisfactory completion of the work, in Specie, if the amount does not exceed £50 sterling, otherwise by a Bill, at 30 days sight, at par, on the Lords' Commissioners of Her Majesty's Treasury.

JAMES B. LUNDY, D. A. C. G.
Commissariat, P. E. Island,
Charlottetown, 6th July, 1854.

**CAUTION.**

THE Subscriber having lately purchased the Keppoch Estate, situate at the East side of the entrance of Charlottetown Harbour, hereby cautions all persons against cutting or carrying away wood, hauling Seaweed from off the shore, or trespassing in any manner on the premises, as if they do so, they will be procecuted to the utmost rigor of the law.

H. B. HILLCOAT.
Charlottetown, 21st June. Isl4w

**Dyer and Fuller Wanted.**

THE Subscriber wishes to engage a person who fully understands the FULLING, DYEING and DRESSING of CLOTH, to whom monthly wages will be given, or a share in the concern. Satisfactory references required.

WM. JAMIESON.
New Annan Mills,
Lot 19, June 23, 1854.

**The National Loan Fund Life Assurance Society of London.**

CAPITAL £500,000 Sterling. Empowered by Act of Parliament, 2d Victoria. A Saving Bank for the Widow and the Orphan.

T. HEATH HAVILAND, jr.
Agent for Prince Edward Island.
☞ Office, Queen Square, Charlottetown.
September 5, 1853. Isl

**Equitable Fire Insurance Company of London**
*Incorporated by Act of Parliament.*

BOARD OF DIRECTORS for P. E. Island.—*Hon. T. H. Haviland, Hon. Charles Hensley, Francis Longworth, Esq., Robert Hutchinson, Esq., Thomas Dawson, Esq.*

Detached Risks taken at low Premiums. N-charge for Policies. Forms of Application, and a-sther information, may be obtained from the Sub scriber, at the Office of G. W. Deblois Esq. Charlotte town.

H. J. CUNDALL.
April 7th, 1854. Agent for P. E. I.

**Charlottetown Mutual Insurance Company,**
Incorporated by Act of Parliament in 1848.

THIS COMPANY offers the best guarantee of case of loss, and accepts Risks at a saving in 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.

**ALLIANCE**
*LIFE AND FIRE INSURANCE COMPANY, LONDON.*
ESTABLISHED BY ACT OF PARLIAMENT.
*Capital £5,000,000 Sterling.*
CHARLES YOUNG,
Agent for P. E. Island.

## THE SPIRIT OF THE BRITISH PRESS.

THE NEW TREATY BETWEEN THE NORTH AMERICAN COLONIES AND THE UNITED STATES.

*(From the London Times.)*

It is pleasing to be able for a moment to abstract our thoughts from the old world, rent in pieces by faction and devastated by the agency of war, which our improved civilisation has only armed with fresh terrors and more searching and inevitable means of destruction, to that vast continent whose happy destiny it is to be separated by the Atlantic from the crimes and intrigues which ages of endless war and confusion have left as a legacy to the more ancient nations of Europe. While we have been maturing our instruments of destruction and welding together the Western nations into a compact league against the common enemy, a very different drama has been enacted by our agents in Washington, and we may at least boast that while we have entered on one war we have trampled out the embers which at any moment might have blazed up into another. The mission of Lord Elgin to Washington is an event peculiar and unique in the history of British diplomacy, and may be considered to form an epoch in the records of our colonial empire. For a number of years Lord Elgin has administered the government of Canada with great tact and judgment. Carefully avoiding the identification of himself with any party, he has won and attained the confidence of all. He found the North American Colonies distracted by the most violent feuds and the most furious factions, and he has brought them into a state of calmness and prosperity, which has reconciled the minority to the sway of their political opponents, and replaced the dreams of annexation by a warm and sincere attachment to British connexion. No better proof can be afforded of the degree in which Lord Elgin has possessed himself of the confidence of the people of the North American colonies than the fact of his having been selected for a diplomatic mission to the government of a powerful neighbour, and trusted to deal with their interests according to the dictates of his prudence and experience. This country and the colonies have equal reason to be satisfied with the result of Lord Elgin's mission. He has prevailed on the American government to receive, without any duty, the stable products of the Colonies, and, in exchange for this privilege, he has conceded to the Americans the right of fishing undisturbed in British waters. Every one who remembers the menacing aspect assumed by this question a year or two ago, and the use that was made of it by unscrupulous politicians to excite popular passions and renovate worn-out antipathies,—every one who remembers the declaration of Mr. Webster, that the American fisherman should be protected "hook and line, bob and sinker," must feel relieved to know that this formidable subject of discord no longer exists. By great good sense and good judgment our admirals have contrived to preserve our rights intact without giving any reasonable offence to the susceptibilities of the American people. But we must not calculate on having always admirals of great good sense and judgment on the American station, and assuredly the first officer who proved himself in any degree wanting in these qualities would have involved us in the most serious complication. It is therefore with great relief that we learn that a possession of so little value, and one the defence of which was fraught with so much danger, has been surrendered in exchange for commercial privileges so infinitely more desirable than the possession of a monopoly of fishing over a few square miles of the vast Atlantic. Our minds are accustomed to paradoxes in commercial matters, and we may therefore state our belief that the surrender of this highly esteemed privilege will be found at least as beneficial to the colonies as to the Americans themselves. The surrender of a monopoly of this kind is sure to be more than compensated to those who lose it, by the increased energy and exertion generated from fair and healthy competition. The Americans have acquired, and most justly, a high reputation as intrepid boatmen and excellent fishermen, and we doubt not that our colonists will show themselves fully equal to their rivals, and find those exertions far more certain remuneration for their labours than ever was afforded by the exclusion of their neighbours from their fishing stations. Looking at the matter merely as a colonial question, and without reference to the Imperial interests so greatly compromised, we believe it was not worth while to have retained the monopoly any longer. If this be so, we may well consider ourselves fortunate that in exchange for this worthless and embarrassing privilege we have acquired from the American government an admission, free of duty, into the United States, of the coal, fish, timber, wheat, and other produce of our colonies, and thus opened to them a market nearer and more certain than that of Europe. The great increase of manufactures in the United States, the enormously rapid accumulation of capital, and, we may add a growing indisposition on the part of the American for the laborious occupation of farming, and an increased taste for the life of cities and the pursuits of commerce, seem to promise a steady and increasing market for the produce of the soil. As happened in our own case, we may reasonably expect removal of restrictions to be attended with increase of demand, and look forward with more confidence to a supply of corn from Canada and New Brunswick when there is a moderately remunerative market close at hand to stimulate and equalise production one year with another. It is thus that commerce operates by an interchange of mutual benefits. That which a man believes to be a sacrifice turns out no less a good to him who concedes than to him who receives it: and, while people think that they are only benefiting their neighbors, they are unwittingly conferring the most lasting obligations on themselves. We hope that the North American colonies will receive the treaty which has been concluded on their behalf in no narrow or selfish spirit. They must remember that, great as would be the disadvantages to England, and indeed to the whole civilised world, from any misunderstanding between this country and the United States, upon them would fall the first and heaviest blow; their trade, their commerce, their prosperity, their safety would be affected by causes which would fall upon ours much more remotely, and with far inferior violence, and it is therefore even more in their interest than our own that the first causes of mutual discontent and dissension should be avoided. This treaty furnishes a strange instance of the immense change wrought by the prevalence of free trade doctrines on the policy of statesmen and the mutual relations of states. Formerly our colonies were desired merely for the sake of the monopoly of their trade. War after war have we engaged in for the sake of preserving this fancied benefit; and now, so complete is the revolution of ideas, that the admission of our colonies to trade with other countries in a condition on which we are content to surrender very important exclusive privileges. Had the statesmen of 1849 fully understood and thoroughly carried out the spirit of their own commercial policy, we should be at this moment in possesion of our share in the coasting trade of America; but, by exhibiting distrust in the very principles we were applying, we taught the Americans to consider there was something precious in monopolies and exclusions, and thus to our mutual injury we have been excluded from the coasting trade, which in 1849 would have been surrendered in exchange for our own. We at length have swept away this last relic of our protective policy, but have no reason to suppose that the United States are prepared to follow us in a similar course. We must comfort ourselves with the reflection, that in the rapidly increasing state of commerce the loss of a little more employment for our ships is a matter of small moment compared with the disadvantage which the American public voluntarily inflict on themselves, by depriving their coasting trade of the benefit of competition. Some day or other these matters will come to be more thoroughly understood by our Transatlantic brethren, and we shall find them as anxious to divest themselves of their imaginary advantage in the monoply of the Californian coasting trade as we have been to give up the right to exclusive dealing with our colonies. Meanwhile we congratulate the country that, while the sky is overcast in the East, all is clear and bright in the West, and heartly hope that Lord Elgin's treaty may be the means of cementing an alliance still closer and more intimate between England and the United States, and between both and our Transatlantic colonies.

ENGLAND'S POWER.—A giant lived, and still lives, in a fairy tale, who grew to his gigantic proportions during a long slumber. He was seen on the bank of a river by the affrighted people of the neighbourhood, wondering at the reflection of his own image, stretching his huge sinews, admiring his own burly limbs, and dancing a sort of wild war-dance in his own honor. Honest John Bull is just in the position of our gigantic friend. A short time since, who slept so soundly as peaceful John! who so weak, who so defenceless, in his own dream, as poor John! He was at the mercy of every friend or foe; all his arsenals existed only by favor of the indifference of his neighbors, and his guards were prepared to march out of London directly it should be telegraphed that any body of foreign troops had manifested an intention to march in. Suddenly, however, while John is dreaming that he is shorn in the hands of the Philistines, he receives a kick that wakes him up. Why, it is an indignant Titan that wakes. He piles fleet upon fleet, and army upon army, before he has well opened his eyes. He stretches forth one arm and grasps the dominion of the Black Sea; the other and closes up the Baltic; he raises his voice, and thirty thousand little giants go forth to do his behest upon his enemies—colossal men-at-arms, before whose might the barbarian hordes of the north are but as stubble before the scythe. All this is done with scarce an effort—at a cost of about five per cent, upon his annual income; less than he disburses upon his ordinary amusements of occupying a fresh Indian jungle, or trying a new experiment in finance, or squabbling about capital and wages.—*New Quarterly Review.*

THE CANADA WORKS, BIRKENHEAD.—The Canada Works are a thing of magic, in the rapidity with which they have been constructed and brought into active operation. Here it is that Messrs. Brassey, Jackson, Peto and Betts, the contractors of the Grand Trunk Railway of Canada, are constructing their plank and materials for carrying on that great undertaking.—The main building is 900 feet in length by 36 feet in width, and there are also other erections. The yard encloses a water basin, where coals and other stores are landed at the very spot where they are wanted. Besides this, the line of railway is carried from the docks to all parts of the yard. The establishment is divided into two distinct compartments; one for the manufacture of locomotives, waggons, carriages, and plant, and the other for the construction of bridges; for all the large bridges on the Canada Railway are to be tubular; and one of them, over the St. Lawrence, will be a mile and three quarters in length, throwing into the shade all previous attempts at tubing, the famous Britannia Bridge included.

The main building is divided into two compartments, the principal of which is the fitting, turning, and erecting shop, a noble room, 300 feet long. There is, also, the boiler-makers' shop, the smithy (with 22 furnaces), the brass moulders' and copper-smiths' shop, the pattern makers' shop, the cast iron foundry, the warehouse, the store, and other small "shops." The bridge department includes two "shops"—the smithy and the plantink room. Spacious offices, and a suitable house for the "foreman's" residence, stands detached from the other buildings. There is, also, stabling for a number of horses employed in "out' door" work. The premises include an eating room and a reading room, for the use of the artisans employed.

The locomotives and their tenders are entirely constructed at these works, as also all the castings, moulding, and forging—in fact, all the iron-work—for the carriages and waggons of the Grand Trunk Railway. Two large stationary high pressure engines, of 30-horse power each, supply the motive power to the numerous slotting, planing, punching machines, steam hammers, and other mechanical contrivances for assisting the labor of handicraftsmen. The locomotives are constructed ten at a time, and the first batch of ten are now drawing near completion—five of them for passengers and the other five for goods traffic. It is expected that steam will be up, and the first five of these ready for delivery at their destination by the end of May. The contractors have bought a large vessel to be employed solely in conveying the locomotive and carriage work across the Atlantic, and her 'tween decks are being opened up and fitted so as to give great stowage for such heavy freight. She can lay alongside the yard, where there is a powerful crane that will hoist her cargoes on board.

The number of men employed is upwards of 300, and every week additional hands are being taken on until the maximum of 600 is reached. The wages of the mechanics range from 28s to 34s per week, the average being 34s. 6d. The monthly expenditure in wages alone is now upwards of £5,000; and, when the works are in full operation, it will be more than double that amount, or at the rate of £120,000 per annum. The works are capable of turning out 40 locomotives, with their tenders, in the course of the year, which, at the moderate estimate of £2,500 for each locomotive (they are very large and powerful ones), gives £100,000 per annum for the work of that department alone. The carriage, bridge, and miscellaneous plank work will probably reach double that amount, and thus we have £300,000 worth of work turned out yearly. The people of Canada have thus the assurance that their great railway will be completed as speedily as possible, for all hands are working over-time, and the machinery is kept going night and day.—*Liverpool Journal.*

LOSS OF THE TIGER—DEATH OF CAPTAIN GIFFARD.—We are greatly pained to announce the death of Capt. Giffard, lately in command of her Majesty's ship Tiger. This gallant gentleman received his wounds in defence of his ship, which he only surrendered at the last, when beaten down. He lost one leg, and was badly wounded in the other. In fact, he received several wounds, whilst bravely defending his charge to the last—hopeless as the struggle was against fatal odds, and at every possible disadvantage. The melancholy intelligence of his death was despatched to Vienna by electric telegraph, on the 1st instant, by the Austrian Consul at Odessa. He was to be buried on the 2nd of June, with military honours. The young midshipman, who also fell by his side, was not a nephew, but a more distant relative. After the funeral, the captive crew of the Tiger were to proceed to Risan; the officers are to be sent to Moscow, with the exception of the first lieutenant, who is ordered to St. Petersburg, to attend the Emperor of Russia. By a later despatch we learn that the funeral of Captain Giffard took place on the 2nd instant.

Many people are desirous of knowing the exact size of an acre. It is comprised within the distance of 220 feet length and 198 feet width. A square acre is a fraction less than 209 feet each way, being less than one inch too much on either side.