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New Series, No. 316.

HASZARD'S GAZETTE.
Published by Haszard & Owen,
Queen Square,
In issued twice a week, at 15s. per year.
AND CONTAINS,
THE LATEST NEWS, AT HOME & ABROAD.

Coach and Sleigh Making.
ROBERT McINTYRE returns thanks for the patronage heretofore extended to him, and would inform the public, that he keeps on hand, and makes to order—
Carriages, Wagons, Carts, Sleighs, &c.
Upper Queen Street,
October 18th, 1855.

Harness and Coach Hardware.
EDWARD DANA,
MANUFACTURER & IMPORTER
29 Killy Street, (near State), Boston.
OFFERS for Cash at low prices, Springs, Axles, Bolts, Spokes, Rims, Shafts, Enamelled Chairs, Patent and Enamelled Leather, all of first quality. SUPERIOR malleable iron on hand, and furnished to order and pattern. Full assortment American Hardware. PARTICULAR ATTENTION GIVEN TO ORDERS.

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

NEW BOOK
Just issued from the Press of Haszard & Owen,
price 2s.
The Constitution of the Government of Newfoundland
[The Legislative and Executive Departments, with Appendix containing the Rules and Orders of the Legislative Council and House of Assembly by JOHN LITTLE, Esq., Barrister at Law.

New Books!
HASZARD & OWEN have JUST RECEIVED this day, per "Majestic," 1 case BOOKS, from Edinburgh, among which, is a new supply of CHAMBERS'S PUBLICATIONS, viz.,—*Chambers's Information*, *Journal of Popular Literature*, new series, Jan. to July, 1855. *Historical History of England*, 1st volume.—*A History of the People* as well as of the Kingdom, illustrated with many hundred Wood Engravings, to be completed in 10 volumes. *Book-binding: Bridges' Algebra & Key; Key to Leslie's Grammar; Manning's Questions; Maritimum's English; Maritimum's French; Stewart's Modern Geography; Cunningham's Signs of the Times*, urgent questions; *Protestant Discussion with D. Frazer, Esq., &c.*

AUCTION.
Dry Goods now Opening.
TO BE SOLD by Auction, on Tuesday 19th inst., commencing at 11 o'clock, at the Store lately occupied by JOSEPH McDONALD, Esq., Queen Street, a large assortment of—
DRY GOODS, &c.,
received on consignment from England, and will be sold WITHOUT RESERVE, consisting in part of—
Grey and white Cottons, Regatta, striped Shilling Coats, Tartan Shawls in great variety, Handkerchiefs, Fur and Cloth Caps, READY-MADE CLOTHING, Cotton Wares, Hosiery, &c., together with a variety of Goods adapted for the season.
Also,
A few chests choice TEAS,
A few purchases Porto Rico MOLASSES, &c.
Terms at Sale. A. H. YATES, Auctioneer.
Charlottetown, P. E. I.,
Feb. 8, 1856.—Adv. Ex. & Isl.

LOST!
ON the day of the Bazaar in Charlottetown, (27th December), it is supposed in the Temperance Hall, a Lady's GOLD CHAIN. Any person finding the same and handing it over at this office, will be handsomely rewarded.
February 1st, 1856.

School Books.
HASZARD & OWEN, have now on hand the various Books used in the District Schools.

Dwelling House and Land FOR SALE.
THE DWELLING HOUSE belonging to Mr. Thom. Keoughan, and now occupied by Mr. Edward Poor, Pensioner, adjacent to the Government Pond and adjoining the premises of Mr. John Cavanagh, Pensioner. The above Freehold Property having a substantial HOUSE, 15 x 21 feet, and recently built, will be found well worthy of attention. For further particulars inquire of the owner, next door to—
THOMAS KEOUGHAN.
Jan. 25, 1856.

FAIRBANKS' CELEBRATED SCALES,
OF ALL VARIETIES
Warehouse, 34 Killy Street,
BOSTON.
GREENLEAF & BROWN,
AGENTS.
A full assortment of all kinds of weighing apparatus and store furniture for sale at low rates. Rail-rod, Hay, and Coal Scales set in any part of the Province.
February 9, 1856. Iv

JUST RECEIVED, per Schr. 'SUPERB,'
Jr Halifax, and for Sale at DODD'S BRICK STORE, a splendid
LOT OF TEA, SUGAR AND MOLASSES,
which will be Sold Wholesale and Retail,
by—
THOMAS W. DODD.
Oct. 5.

Cigars! Cigars!!
40,000 SUPERIOR GERMAN CIGARS
received by the Subscriber on Consignment, and for sale at his Auction Mart, corner of Queen and Water Streets.
The above Cigars are of an approved sort, and will be sold Wholesale and Retail, at very low prices, by—
BENJAMIN DAVIES.
Oct. 15.

Sky Light Glass for Sale.
HASZARD & OWEN have a good stock of the above (such as is used in the United States for Windows in the Heads of Houses), each sheet, 6 x 16 inches, and 4 inch thick.
Bricks! Bricks!
FOR Sale at the 3 Mile Run, Malpeque Road and at the Store of
HASZARD & OWEN.

MR. ROBERT STEPHENSON, M. P., ON RAILWAYS. On taking the chair for the first time since his election as president of the Institution of Civil Engineers, on the 8th inst. Mr. Stephenson delivered an address, in which he described British Railways as spreading like a net work over Great Britain and Ireland to the extent of 8054 miles; in length exceeding the ten chief rivers of Europe united, and comprising more than enough of single rails to make a belt of iron round the globe. The cost of these lines had been £286,000,000, or about one third of the amount of the national debt. Already in two years more than one-fourth of 286 millions had been spent in the war; and yet, how small were the advantages obtained by it, in comparison with the results secured by the railways. There were 50 miles of railway tunnels, eleven miles of viaduct in the vicinity of the metropolis alone, 500,000,000 cubic yards of earthwork, the earth of which would form a pyramid a mile and a half in height, on a base larger than St. James's park. Trains run 80 millions of miles annually with a working stock of 5000 engines and 150,000 vehicles. In a straight line, the engines would extend from London to Chatham, the vehicles from London to Aberdeen. The railway companies employed 90,400 officers and servants; the engines consumed annually 2,000,000 tons of coal, so that in every minute of time, four tons of coal flashed into steam 20 tons of water, an amount sufficient for the supply of the domestic and other wants of the town of Liverpool. The coal consumed was almost equal to the whole amount exported to foreign countries and to one half of the annual consumption of London. In 1854, the railways "yoked" of cartwheels, 100,000,000 cubic yards of earthwork, the earth of which would form a pyramid a mile and a half in height, on a base larger than St. James's park. Trains run 80 millions of miles annually with a working stock of 5000 engines and 150,000 vehicles. In a straight line, the engines would extend from London to Chatham, the vehicles from London to Aberdeen. The railway companies employed 90,400 officers and servants; the engines consumed annually 2,000,000 tons of coal, so that in every minute of time, four tons of coal flashed into steam 20 tons of water, an amount sufficient for the supply of the domestic and other wants of the town of Liverpool. The coal consumed was almost equal to the whole amount exported to foreign countries and to one half of the annual consumption of London. In 1854, the railways "yoked" of cartwheels, 100,000,000 cubic yards of earthwork, the earth of which would form a pyramid a mile and a half in height, on a base larger than St. James's park. Trains run 80 millions of miles annually with a working stock of 5000 engines and 150,000 vehicles. In 1854, railway receipts amounted to £29,210,000; and there was no instance where receipts had not been of continuous growth, even where portions of traffic had been obstructed by competition or new lines. The wear and tear was great. 30,000 tons were required to be replaced annually; 25 millions of sleepers annually perished; 300,000 trees were annually felled to make good the loss; and 300,000 trees could be grown on little less than 5000 acres of forest land. The principle of a renewal fund, to meet these annual depletions, was by no means a novel one. In the Townshut Mechanics' Institution, hold in the Town-hall of that borough, on the night of the 15th, Mr. W. S. Lindsay delivered an address upon the progress of shipping, and the impediments to its progress in this country. He gave a history of the rise and progress of the mercantile navy of this country, and took a review of the systems of protection and free trade. Though protection had been properly removed from shipping, many of those burdens incident to a state of protection had still remained. He pointed out the various advantages to be derived from shipping on a fair and equal footing. And amongst more recent measures he alluded to the Act for consolidation of the merchant shipping laws, and the proposed change to commerce; and he was happy to state, that upon the first day that Parliament met, the House of Commons had introduced the Bill of Trade would place upon the table of the House of Commons a Bill, to be brought in by the Government, for the abolition of cinque per cent priviledge in favour of those local burdens, such as town dues, &c., upon shipping, for lighting, watching, and paving townships. Those burdens, he said, were a striking advantage of the great scientific discoveries which were constantly being brought under the notice of practical men, he believed that the British shipowner could compete with and best the

world. He alluded to the folly of the government of the day in refusing to open the coasting trade, at the time that the navigation laws were abolished; and as the American commercial policy was that of strict reciprocity, depriving us of the privilege of trading between the cities on the eastern seaboard of America and California; and, as the latter named state was upon the highway to China, introducing American capitalists to compete with British shipping there. In his (Mr. Lindsay's) opinion, iron vessels would, to a great extent, supersede timber vessels, as they have the advantage in capacity, strength, and compactness of material. He believed, that the most important principle applied to navigation in recent times was the application of the auxiliary screw to sailing vessels making long voyages to India, as a vessel could by this means take advantage of the trade winds and the strong west winds off the Cape of Good Hope to sail, and on reaching the calms, could push herself through them with her small engine, which would not occupy much space or involve a large expenditure of fuel. The failure of the iron screw steamship companies which had been established to trade with India might be accounted for by the fact that they had not taken advantage of the provisions of an Act, which obliged them to call at stations to coal. The lecture was very well received; it being, as we have said, a novel subject, and the Townshut was the place, where the last part of the flag protest was left lying by Mr. G. C. Yonkers, and his supporters. Mr. Lindsay in his short visit to the assembly, has evidently "played his cards well," and has done a great deal to break down the opposition that was threatening to imperil his seat.

LIFE IN THE CRIMEA.—A correspondent writes from London that the British officers in the Crimea appear to be preparing for a gay winter. The 90th regiment is getting out a billiard table. Many of the regiments have established very fair messes. The Light Division has ordered out a pack of harrriers. The Crimea is said to be a wonderful country for game, particularly hares, woodcocks, and quails. Foxes are very numerous, and are killed by the Zouaves for the sake of their skins.

REWARDS OF MECHANICAL GENIUS.—It is stated in the *Scientific American*, that the right to a portion of Ward's patent shuttle machine was recently sold in Albany for \$35,000. A portion of Robertson's sewing machine had also been sold for \$30,000. This is an invention which can be carried in the pocket, and will enable a seamstress to do in one day the ordinary labor of a week. Machines of this kind are about to be constructed in New Haven, Connecticut, by Messrs. Jerome, at \$100 apiece; and the manufacturers are now constructing the machinery, and expect to set to work the present month. Howe's patent sewing machine yields, it is said, \$50,000 for licenses to use it, and Singer's machines put \$75,000 in the pockets of the owners. Rights to the use of the corn-planter have been sold to the amount of \$30,000. Clark's patent pump sold for \$30,000. A portion of the right to an apple-paring machine, \$3000. Creamer's patent car brake, \$3000. Other such new inventions have been sold. Inventions are certainly stimulating to mechanical genius, and the only wonder is that there are not ten mechanical inventions where one now exists, when there is so wide a field for its exercise in almost every department of business.