

grow, to which Mr. Gough in the course of his reply said: "In going from this hall, where I have stood so often, I go with the full expectation of meeting you again— (Great cheering.) I go to America to rest for a short time, and intend to return and stay three years among you; or, if Providence should so order, I may stay five years." (Loud cheers.)

**TERIBLE EARTHQUAKE IN NEW ZEALAND.**—Private letters from Wellington, New Zealand, dated February 12, give the details of the earthquake at Wellington. The first shock occurred at 9 p. m. and was great, only one or two persons or less injured in any store or brick building in the town, hardly leaving a single chimney standing in any place.

The branch of the Union Bank of Australia, the goal and the Government House suffered the most. Although the alarm and destruction of property were great, only one life was lost. The shock continued at intervals for several days, but none were so severe as the first.

It is expected that by the 30th of June, every available man in Britain belonging to Infantry Regiments will have been embodied for war.

The screw-ship *Severn* is finished, and will be the next vessel launched from her Majesty's dockyard, Chatham. She carries fifty guns.

**AMERICAN ITEMS.**

**A SHOWER OF FLOORS.**—About five o'clock on Wednesday morning there was quite a heavy shower near Middleton, Ohio. After the shower it was discovered that the ground was completely covered with little frogs or toads about one inch long, which had evidently been rained upon from the earth, and strange to say they appeared all to be alive and kicking.

**CHOLERA AT NEW ORLEANS.**—The telegraph reports that the cholera has been declared epidemic at New Orleans. New Orleans has been afflicted with cholera for several years, and deaths from cholera. Among them are Mons. Godard, the celebrated feroctant, who was also well on the night of the 25th, and a corps the most morning of the week-long engineer, and late city surveyor, who died after a few hours' illness.

**DRESS AT NEW ORLEANS.**—The New Orleans Herald says that it has not been a drop of rain there for nine weeks, and the Bulletin says, the substitution of river water for rain water, as a beverage, has been injurious to the health of the city. A number of gallons is given to the poor of the city every day, by the city authorities.

A letter from Mathewson, Inanga, of April 15, says that the Government has issued prospects for salt for the next few months. About 60,000 bushels were then on hand at twenty-five cents.

**ST. JOHN'S CANONRY.**—A correspondent of the *Edinburgh Review*, writing from Edgefield, South Carolina, under date of May 30, says that everything was very favorable for the farmer in the Southern States. The country was being grown very rapidly. There has been a great crop of wheat, part of which had been already harvested and converted into flour, and the wheat crop was well, and there is a prospect of a heavy yield of fruit.

The Lake Superior country is rich in minerals and lumber. The population is rapidly increasing, and the facilities of transportation are being multiplied. It is not, however, undoubtedly be made to the inhabitants, especially in the mineral region.

We learn that the New York, Newfoundland and London Telegraph Company, have completed arrangements with the existing Telegraph Companies in Mexico and the Central American States. The business in the meantime between St. John's, Newfoundland, and New York, and at an early period for the message to be conveyed by the Atlantic cable, will be by the way of New York by a submarine wire. The cable to connect Newfoundland with Prince Edward Island is now in the way out, and it is expected that all between the Atlantic and the West will be working under by last August.

It can scarcely be expected that much good would be done by the completion of the line across the Atlantic. It is said that the Company, which is represented by some leading men in New York, will be able to furnish sailing steamers, to call at St. John's and leave the news; if this is so, at least four days will be gained, but we doubt if these valuable steamers, with full complements of passengers, will be able to make the run in two days, or of anticipating their own intelligence. We think no time should be lost in getting the cable across the Atlantic, which will give us a direct communication with Balklava, a stretch of 600 miles, has put beyond question.—*New Brunswick Courier* June 9.

*Holloway's Pills* have again triumphed over all other medicines.—Interesting case!—Emily Walton, aged 17, of Hamilton, suffered much and often from skin blemishes, itching of the limbs,

numbness of the whole body, and other symptoms which very much alarmed her poor parents, the actual name and nature of the complaint puzzled her, and she was obliged to consult a doctor, who consequently there gave a variety of opinions on the subject. Three months ago, the mother boldly went to work with Holloway's pills, which speedily effected a cure. Her skin is now as white as lady water is in possession of the most robust health; her eyes are clear and medicine had failed. They are an excellent remedy for young ladies suffering from womanhood.

**HAZARD'S GAZETTE.**

Wednesday, June 30, 1855.

**THE NEWS.**—By the arrival of the *Lady Le-Marchant* yesterday, we have a confirmation of the news published in our last issue, in regard to the success of the Allied Armies. We confidently expect that we will have an English Mail this evening, which will put us in possession of the particulars of the several engagements.

We will copy from the *Leader*, a description of Mr. Scantlebury's Steam Engine, although we do not intend giving the details of the premises, when the Engine was first set in motion. Since that time two saws have been added—a vertical and circular—together with a circular saw, and we are making no progress in turning the industrial resources of the country to a profitable account. It is but thirty years since, that if a carriage other than the common one was required, it was necessary to send to Britain or the neighbouring Colonies for it. Now there are coach and wagon building establishments in every part of the country, and to turn out the most creditable description, and as good a carriage of Island make as any one need want, may be had. If he willing to pay a fair price for it, he will find it so. We trust, at no distant date, with every other species of manufacture. Our Legislature is, however, extremely negligent in this respect, and the list of articles taken up by duty. We are the last to advocate class legislation of any kind, but we think it is a pity that the list of the words; we would nevertheless make a distinction between putting obstacles in the way of improvement and giving duties. The present system of free trade is not, properly so; subjecting them to a duty is laying a tax upon knowledge and literature, and would be a great barrier to the progress of the new countries, the great obstacle to extensive improvement is, the difficulty of procuring labor at a sufficiently low rate. Now, the importation of Steam Engines has not decided a tendency to benefit the country into which they are introduced, as if so many industrious workmen were to be employed in the duty of, and with this advantage, that the usual labourers of the Steam Engine require neither food nor raiment. They work up a piece of iron, and the cost of the labor is lost, and by making articles of home manufacture cheaper, enable the inhabitants to supply themselves with a larger proportion of foreign produce, and manufacture thereby indirectly contributing more to the amount of the Revenue than would be subtracted from it by the remuneration of the custom duty. We will, therefore, attempt to make to substitute mechanical labor for manual, the experiment is attended with a certain degree of risk failure, hence it becomes necessary to give very much more than a fraction, and a duty of five per cent. added to the interest of the money, and various other things, to make the goods more mercurial than previous to any profit being made, is quite sufficient to make a man pause, before sending an order for labor-saving machinery of any sort, and we are not surprised that it will be long time to impede the march of progress. It is a great mistake to suppose that they stand in the same category with merchandises. In the goods necessary for the support of the human duty to the price of the article, and something more, to reimburse himself for the outlay of the money, and to cover the expense of importation of machinery, the reverse is the case, the duty is an addition to the sunken capital upon which the importer must pay interest, which would be gone were he to sell the goods of the undertaking are such as to liquidate both, and it will not happen for years perhaps, as in the case of the Gas Company, and in fact, it is every point of view, we think, to encourage the importation of labor-saving machinery; by removing the duty, than by imposing it, and by imposing it, the tariff requires revision. Books as we before stated, are imported duty free. Printing presses, types, presses, ink and machinery are all taxed, and the duty is not less than that of any other one, to the foreign printer, at the expense of the domestic one. The proprietor of this paper has already imported a printing press, the motive power, which is animal labor.

is attended with inconvenience and expense, and is about to substitute the power of steam in place of the other. Let him, however print as many books as he will, he pays five per cent. duty on the value of the paper, and the same book for in the United States. And this he must lose, as all other things being equal, the book can be sent here at a cost of five per cent. less than it can be sent to any other place, and we would have the printer want to take off his restrictions, and remove all impediments to the free circulation of his knowledge, and we would have the printer book-making equally free of duty with the books themselves, thus by the printing of cheap books, and the free circulation of his knowledge, education. Take another instance: a fuller and dyer imports machinery for the better and more perfect dressing and dyeing cloth, he charges a duty of five per cent. on the value of the stuff; cloth, however, may be sent from here to Nova Scotia or New Brunswick, and when dressed and dyed, these are imported duty free, what is this, but giving the Nova Scotia Workman an indirect bounty. Let us not be understood however, as wishing to prevent people from going to Nova Scotia, but to say that it can be better dressed there than here, but do not encourage the sending cloth to be finished out of the country. Enable, on the contrary, the Island workman, by the free circulation of machinery, to excel the Novascotians, and we will reverse the process and have strangers sending their goods to us, and we will not return to the consideration of this important subject at some future period.

**SCANTLEBURY'S STEAM SAIL MILL.**

"You may know where a Steam Engine is by the height of the chimney and the volumes of black smoke which issue from it, but I do not think that what astonishing effects steam is capable of producing, it is necessary to make a more minute inspection of the machinery of a mill, than of a mill of a few days since, in company with a friend, and we were surprised to find that a concern so extensively engaged in the business of cutting, was the first thing that met the eye, was a large log attached to a chain, making its way across the yard to an adjacent building; this we followed until we saw it carefully placed, and ready to be submitted to the action of a vertical saw, which was the act of cutting the log into a number of pieces. These pieces were then placed on a long movable table, having a groove or slit through the centre, a number of rollers on each side, and a crank on the end of a circular saw, moving at the rate of 1500 revolutions in a minute, and in a few seconds reduced the plank into a number of shavings, and the shavings were comparative quietness and ease with which these operations were performed. On leaving this portion of the mill, we were shown an enclosed apartment—the other was open on the side next the yard—and here we saw the engine, a very large one, but which was not so large as the one we saw in a small space—we observed a narrow vertical saw cutting flannels, out of 23 or 3 inch planks. If we wished to make a mill of this kind, we would have labor over wheels, he could not have a more convincing proof than this adaptation of a saw to the work, and we were surprised to find that we had one, in the ordinary way, by a hand-saw, this, guided by a single man, would have operated a hundred times as fast as the mill we saw, and could contain. Every one who has seen the invention of compass sawing—we believe it is termed—must be aware of the difficulty the operator has in keeping the saw true to the curved line, independently of the severity of the labor and the tediousness of the operation. In the mill we saw, the saw was kept in one place, and so truly cut that the plane, drawknife or spoke-shave had little to do but smoothing and rounding off. Adjusting the mill was a very simple matter, and was in the process of being completed. A small grindstone underneath the lathe served to sharpen the workman's tools, which, when applied to the iron, would be found to be a most excellent one, and, in fact, as if the article had been lost. On the bench, and at a little distance, a stout block of iron, which was used to hold the lathe, and in a parallel iron another workman was turning bed posts, from the scabbles previously prepared by the vertical saw, and the workman was using a log and an other refuse saw for fuel to the engine. There was a large grindstone, about a foot in diameter, but which was not so large as the one we saw in a small space, and a blacksmith's shop, having five forges—three of which were in use—comprised part of the ground floor of the mill, and the workman was using a log and an other refuse saw for fuel to the engine. 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