

HARZARD'S FARMERS' COMMERCIAL ADVERTISER.

PUBLISHED ON EVERY WEDNESDAY & SATURDAY.
 Established 1823. Charlottetown, P. E. Island, Wednesday, April 9, 1856. New Series, No. 332.

HARZARD'S GAZETTE
 Published by Harzard & Owen
 Queen Square,
 Is 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 public patronage 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 13th, 1855.

Harness and Coach Hardware.
EDWARD DANA,
MANUFACTURER & IMPORTER
 299 Killy Street, (near State), Boston.
OFFERS for Cash at low prices, Springs, Axles, Bolts, Spokes, & Kims, Shafts, Enamelled Cloth, Patent and Common Leather, all of first quality. Superior malleable iron on hand, and finished to order and put up. Will assortment American Harness, Hardware, PARTICULAR ATTENTION GIVEN TO ORDERS.

A good Assortment
WILSON'S
 CELEBRATED
Botanic Medicine
 AND
 Thomsonian Preparations,
 with full directions for
FAMILY USE.
 —ALSO—
B. O. & G. C. WILSON'S
 Compound Sarsaparilla,
 N. O. P. & H. Drops,
 Wild Cherry Balsam,
 Dysentery and Cholera Syrup and
 Wild Cherry Bitters.
For Sale by Harzard & Owen,
 Sole wholesale Agents for Prince Edward Island.

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

New Books!

HARZARD & OWEN have JUST RECEIVED
 IN this day, per "Majestic," 1 case BOOKS, from Edinburgh Pocket Miscellany, a new supply of CHAMBERS' PUBLICATIONS, viz., Chambers' Information, English Literature, &c.
 Young's 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.
 Chambers' Pocket Miscellany, vols for the Road and Rail. Mathematics. Algebra. Geometry. Arithmetic. Book-keeping & Natural Philosophy and Science in all its branches, &c.
 —AND, from Messrs. Oliver & Boyd, Esos Latin Grammar; Edward's Latin Delicatus; Dymock's Classics; Ross's English Dictionary; Filson's Johnston's do; Hutton's Book-keeper's; Bridges' Algebra; Key to Loxian's Grammar; Manning's Questionary; Mackenzie's English; Marchant's Grammar; Stewart's Modern Geography; Gamble's Signs of the Times; recent questions; Freeston's Dictionary of D. French, Eng., &c.

Carriage Bolts.
HARZARD & OWEN have received a large Stock of the above—of the following sizes—
 LENGTH. DIAMETER.
 14 inches by 1 5-16 S
 11 " " 1 5-16 S
 8 " " 1 5-16 S
 5 " " 1 5-16 S
 3 " " 1 5-16 S
 2 1/2 " " 1 5-16 S
 2 " " 1 5-16 S
 1 1/2 " " 1 5-16 S
 1 " " 1 5-16 S
 3/4 " " 1 5-16 S
 1/2 " " 1 5-16 S
 These Bolts are neatly turned heads and are offered for sale at from 25 to 50 per cent lower than they can be made for on the Island.

JUST PUBLISHED,
 THE
PRINCE EDWARD ISLAND
CALENDAR
 FOR
1856:

The Almanack of this year is embellished with a number of neat and appropriate Wood Engravings, and besides the usual information, contains a great number of several forms, the day's length for every day in the year.

ALLIANCE
LIFE AND FIRE INSURANCE COMPANY, LONDON.
 ESTABLISHED BY ACT OF PARLIAMENT.
 Capital £2,000,000 Sterling.
CHARLES YOUNG,
 Agent for P. E. Island.

Dwelling House and Land FOR SALE.
THE DWELLING HOUSE belonging to Mr. Thomas Keogh, and now occupied by Mr. Edward Fox, Postmaster, adjacent to the Government Pond and adjoining the premises of Mr. John Cavanagh, Pensioner. The above Freehold Property for a substantial HOUSE, 13 x 21 feet, and recently built, will be found well worthy of attention. For further particulars inquire of the consented drafts.
THOMAS KEOGHAN.
 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 stone furniture for sale at low rates. Bath, road, Hay, and Coal Scales set in any part of the Province.
 February 9, 1856. ly

JUST RECEIVED, per Schr. 'SUPERB,' from Halifax, and for Sale at DODD'S BRICK LOT, TEA, SUGAR AND MOLASSES.
 which will be Sold Wholesale and Retail.
THOMAS W. DODD.
 Oct. 6.

Cigars! Cigars!!
40,000 SUPERIOR GERMAN CIGARS
 received by the Subscriber on Consignment, from the Asson Mar, corree of Queen and Water Streets.
 The above Cigars are for unreserved sale, and will be sold Wholesale and Retail, at very low prices.
BENJAMIN DAVIES.
 Oct. 19.

Tar! Tar! Tar!
FOR SALE at the Gas Works, a quantity of very fine Gas Tar, at 12s. per barrel of 36 Gallons.
WM. MURPHY, Manager.
 March 10, 1856.

THE SLAVE TRADE.

We republish from the New York Courier and Enquirer an article under the caption "The African Slave Trade in New York," detailing particulars of the detention of the Schooner "Alambic," of Baltimore, charged with being fitted out as a slaver.

The London Morning Herald of the 12th ad dresses a leading article to the United States Minister, respectfully calling his attention to an occurrence deeply affecting the honor and reputation of the Government and people of the United States. The Government, it says, that a powerful organization has been formed in New York and Boston, warring neither mess nor men, neither shipping, nor capital, to revive the African Slave Trade.—That the first "venture" has already been made by the persons implicated in a crime which the Government of the Republic is bound by treaty to suppress, and not permit the most detestable of outrages against humanity to be revived under the flag of the Union.

Mr. Buchanan, at the time of the publication of the article about to be enlarged on, returned to the United States, is requested to act promptly in a matter so serious, and having read the substance of the article, to convey it to the Cabinet at Washington."

It appears that the first intelligence on the subject was received by the editor of the Herald from the correspondent of that journal, returned from Rio de Janeiro. Information subsequently received through other channels enables the London journal to add considerably to his statement. It seems that an American schooner called the Mary E. Smith attached to a brig of 200 negroes was led brought from the coast of Africa, but was taken by the Brazilian brig-schooner of war Olanda, and taken into Bahia.—The commander and crew are all American, and were immediately after landing ironed and locked up in the goal of Bahia. The schooner embarked 500 of the poor blacks from the coast, but only 200 were packed on board, totally naked, and so badly fed during the voyage, that 180 died, and 500 were overboard, and the vessel landed at Bahia, five or six hours afterwards. The survivors were immediately fed and clothed.

Even thus narrated, the account is remarkable and so far as Brazil is concerned, satisfactory, and, as will subsequently appear, no blame attaches to the authorities of that Power. On the contrary, while our readers see (quote from the Herald) were lying in the harbor of Rio de Janeiro and quarrelling with an United States ship-of-war, their captives were on foot, in capture and did capture the United States Slaver."

The Mary E. Smith, an United States built and crewed vessel, was captured by the New York in August last, by mistake, with an United States crew and papers for Minas Video, whence she was bound to sail on the 1st of August, and was Ambriz, long a notorious slave-trading port, she shipped 500 negroes. With this unhappy cargo she made the best of her way for the coast of Brazil; and here we have at once evidence of the confidence and care of her correspondents or agents in Brazil, for instead of making direct for a well-arranged port, she endeavored to debark safely the Africans, and had to skirt the Brazilian coast uncertain where to land the Africans she had on board, until her supplies began to fail. At length, however, she tried to do so at Ipanema, a small and obscure port in the Espiritu Santo. The absence of any police there, and the determination of the authorities to run the human cargo on shore, for the inhabitants, we see by the Brazilian journals, rose as one man to defend themselves in support of the law, and exhibited an energy and determination to resist by force the landing, that the Mary E. Smith was obliged to put out again to sea, despite her serious distress for water and provisions.

She next attempted the port of Saint Mathias, in the adjoining province. She entered it ostensibly to refresh her crew, and there she was, however, received previous advice of the suspected vessel, and on her entrance began to collect force enough to detain her, and, if necessary, they were able to do so, their intention was discovered, and, apprehensions as to her safety arising, the vessel was taken to Bahia, and put on her way, about two miles to the S. W. east anchor in the hope, probably, of getting water off safely in boats.

When the Brazilian brig-schooner of war, the Olanda, came within sight of the vessel, she promptly, it turns out, had the Brazilian Government

taken their precautionary measures, and so well were they informed, that they had furnished the commanders of all their cruizers with a correct sketch of the Mary E. Smith. On approaching her, the commander of the Olanda, Lieutenant Lopo, was able immediately to recognize the object of his search; he therefore hailed her, striking the Brazilian flag and gun, and the Mary E. Smith answered, by hoisting the stripes and stars of the American Union, and stating that she came from Minas Video. An officer from the Olanda was at once sent on board, and slaves being found, the Mary E. Smith was captured, and the 25th of January was brought for condemnation into the port of Bahia, to the goal of which, her United States, masters and crew were brought with consignment. The majority of the voyage had, it appears, been dreadful, for of the 500 Africans taken on board at Ambriz, 284 only landed, and so deplorable a condition that 94 of them died in a few hours.

In prison, the United States' master has we see stated, no more important disclosures relating to this dreadful organization in the United States, to which the Slave Trade, and the whole case will be truly responsible to presume, he will follow through by the Brazilian Government, under the consideration of the Washington Cabinet.

BARNUM.—Last week, Mr. P. T. Barnum, late proprietor of the New York Museum, was examined at the instance of Messrs. Cushing, Dennis, and others, before the judicial committee of the Senate, at the Court of New York. Mr. Barnum stated, in the course of his examination, that in June last he was worth over and above all his liabilities \$500,000, but at that time he was worth only \$100,000. His possessions consisted of a gold watch, a diamond finger ring and breastpin, twenty-five dollars in money, and two suits of clothes. He further stated, that he had rented a furnished house in Eighth street, New York; kept boarders, and was supplied with meat and vegetables by his son-in-law. He had friends, who would not let him starve for one year; at any rate, for one year, upon a pinch, would raise a few dollars for him.

PARIS FUEL SHOWS.—The fuel required to cook a dinner is estimated as well as much as the dinner itself. Fuel is very scarce, and the American is surprised to find shops all over the city, fitted up with shelves like those in shoe stores, upon which are ranged, in neat rows, boxes about the size of a man's finger, and done up in bundles, as matches were in the days of the tinder-box, steel, and flint; they are about the size of a bunch of asparagus. They are made of wood, but not the same wood. Larger sticks are bundled up in the same way, and sell at bright prices. Charcoal is sold by the weight, and hard coal being nearly as expensive as wood, can only be sold in the smallest quantity at any of these fuel shops.

RAILROAD MORTALITY.—According to the last returns, the proportion of persons killed to the number of passengers conveyed by railway was one in 5,000,000, and the proportion of persons injured to the number of passengers conveyed was one in 460,000. The number of deaths, at least, is so infinitesimal, that the superior safety of the railroad must be now generally admitted.

MEDICAL USE OF PERFUMES.—Pathologically considered, the use of perfume is, in the highest degree, prophylactic; the refreshing qualities of the citrine odours to a great extent counteract the effects of heat and death trembled in the balance, by the mere sprinkling of the essence of cedrat in the sick chamber.