

FARMERS' JOURNAL, AND COMMERCIAL ADVERTISER.

Charlottetown, Prince Edward Island, Saturday, September 24, 1853.

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Hazard's Gazette.

GEORGE T. HAZARD, Proprietor and Publisher. Published every Wednesday and Saturday morning, at the Queen's Press, P. E. Island.

TERMS.—Annual Subscription, 15s. Discount for cash in advance.

THREE OF ADVERTISING.

For each insertion, occupying the space of 4 lines, including the top, 2s.—10 lines, 3s.—20 lines, 4s.—30 lines, 5s.—40 lines, 6s.—50 lines, 7s.—60 lines, 8s.—70 lines, 9s.—80 lines, 10s.—90 lines, 11s.—100 lines, 12s.—and so on for each additional line.

One fourth of the above for each continuance.

Advertisements sent without limitation, will be continued until ordered.

Mail Steamer "Fairy Queen."

W. R. BULVER, Commander.

New Arrangement.

The Steamer Fairy Queen, commencing on the 19th inst., leave Queen's Wharf for Badgley and Shadwell, at 12 o'clock noon, instead of the Evening, as heretofore.

Charlottetown, Sep. 6, 1853.

Summer Arrangement of Mails.

THE MAILS for the neighboring provinces will be sent up until the 15th inst. 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,
" " 11,	" " 3,
" " 12,	" " 4,
" " 13,	" " 5,
" " 14,	" " 6,
" " 15,	" " 7,
" " 16,	" " 8,
" " 17,	" " 9,
" " 18,	" " 10,
" " 19,	" " 11,
" " 20,	" " 12,
" " 21,	" " 13,
" " 22,	" " 14,
" " 23,	" " 15,
" " 24,	" " 16,
" " 25,	" " 17,
" " 26,	" " 18,
" " 27,	" " 19,
" " 28,	" " 20,
" " 29,	" " 21,
" " 30,	" " 22,

Letters to be received, and Newspapers must be mailed half an hour before the time of closing.

THOMAS OWEN, Postmaster General.
General Post Office.

Georgetown Mails.

THE MAILS for Georgetown until further Notice, will be made up and forwarded every Monday and Friday morning at 10 o'clock.

THOMAS OWEN, Postmaster General.
May 2, 1853.

J. S. DEARBY,

COMMISSIONER AGENT AND Ship Broker,
No. 7, SOUTH STREET, NEW YORK.

Freights and Vessels provided, at short notice for Europe, the British Provinces, West India, Australia and California. Berths secured for the latter.

FOR SALE, a staunch clipper built BOAT, 10 feet long. She has lately undergone a thorough repair, and is now in good condition, perfectly fitted for service, and will sail on the following date, apply at Hazard's Gazette Office.

July 11, 1853.

B. A. ZAR.

THE Ladies of the BAPTIST CHURCH and congregation wishing to form a Bazaar for the benefit of the orphan asylum, to be held in raising funds for the erection of a Female Seminary in the said Chapel.

Contributions in donations or work will be thankfully received by either of the undersigned Committees.

Mrs. W. BARNES, " J. McGEORGE, " D. WILSON, " J. D. PERRY, " J. S. DEARBY, " S. T. RAND, " S. T. RAND.

Charlottetown, 30th July, 1853. (All papers.)

Saint John Sale Stables.

M. C. LAMING, Veterinary Surgeon, begs to announce to his subscribers, that he has just received from the Catholic Chapel, head of King's Square, St. John, where horses will be kept at 10 cents per week, and will be sold at 10 cents per week.

There being no other well established place in Saint John where such horses, and in some instances, M. C. Laming himself, that a Horse Bazaar, or Sale Stable, properly conducted, would be a benefit to the public, and from the knowledge of horses derived from his profession, he may be said to give advice both to seller and purchaser.

R. B.—Two or three good young Harness Horses for sale, at 10 cents per week, at 10 cents per week, full method for shipment.

Saint John, 26th April, 1853.

Halifax, 12th July, 1853.

ACRIBLED SOOT, ETC.

SIR.—As the Agent of various Fire Insurance Companies, I beg to inform you that your PATENT ARTIFICIAL SLATE. This composition has been awarded, three years since, by the London Convention, and is now being sold in Prince Edward Island, the Canada and Nova Scotia, principally by the accompanying circulars of certificates.

It has been severely tested, and proved most successfully in all kinds of wood burning stoves, and in circumstances, so much so, that I am of opinion that Fire Insurance Companies should encourage its general use, as it is a kind of wood burning stove, where color would be an objection to its being used, such as the back walls of dwellings, the chimneys, &c. The price is, as directed, reduced to the minimum, in view of the premium of insurance on such buildings as are covered.

I have the honor to be, Sir, Your obedient servant,
J. W. ROSS.
Patent and Manufacturer.

Halifax 14th July, 1853.

Sir.—In answer to your kind letter of the 12th inst. I desire to know if your "Artificial Slate Paint" on Shingles, is a greatly diminishing the risk against Fire, by its being reduced to the minimum of insurance on such buildings as are covered.

I am, Sir, your obedient servant,
ARCHD. SCOTT.
Insurance Agent.

John Ross, Esq. Halifax.

Harpur's Magazine for September
A SPLENDID NUMBER, JUST RECEIVED
At GRS. T. HAZARD'S Book Store.

THINGS TALKED OF IN LONDON

August 1853.

"Je m'ennuie!" said the traveller, when asked what he did with himself during a rainy day in London, and multitudes of our metropolitan ladies say the same of the past few weeks, especially such as are of a migratory habit. People grow weary of the protracted session, and liken themselves to Marston in the moated grange at the end of the present month will, however, find them all dispersed, the brief respite accorded to the grouse will be over, and London will be left to the sighing sympathies of 'last man' or two and the regrets of retail-dealers. The time was not altogether lost by our legislators, for they did some things, and talked about others. They recommended, for example, through a committee, that the decimal system should be adopted in our currency, the pound to be taken as the integer, divided into 1000 centimes, and a capital recommendation—one that does honour to the collective wisdom; and may it be speedily realised! They did something towards the reformed education, with a significance in the reformed language of the schools, and they mean to try in earnest what can be done in the way of reforming juvenile offences. Of these, the number under sixteen years of age is 13,000, all recruits for the great army of crime, unless prompt and effectual means can be taken to turn them into the paths of wisdom and duty.

What these means shall be, will perhaps be decided next session; meanwhile the Times, which is really the best paper in the world, truly, our children ask, say the writer, 'if not for bread, for that which is better than bread, and we give them bricks and mortar, and we give them a pig's trotter.' Truly, our children ask, say the writer, 'if not for bread, for that which is better than bread, and we give them bricks and mortar, and we give them a pig's trotter.' Truly, our children ask, say the writer, 'if not for bread, for that which is better than bread, and we give them bricks and mortar, and we give them a pig's trotter.'

All who can be taking holidays; the Archeological Association and Institute have been eating lunches and dinners, and studying antiquities in Kent and Sussex. Some of our most distinguished men of science have crossed the Channel to compare notes with the savans of Paris; and others, with knapsack on shoulder, are wandering about Switzerland, investigating themselves for new studies. Now and then a whisper is heard, that we shall surely hear something of Sir Francis Pickens, who has just returned from his tour in the United States. Dr. Vogel writes from Tripoli, that he is on his way to meet Dr. Barth, and to cross Africa to the Indian Ocean; and there is talk of another expedition of the intrepid North Australia. Some of our learned men are now inclined to believe, that the great desert said to exist in the interior of that great country is not an empty effect of the imagination. The Association are hard at work preparing for the meeting which is to take place at Hull, early in September; and it is believed that the meeting will be a grand success. The ships of Sweden are now to take part in it; and besides this, if the Treasury will not be miserly, it is to be called on to subsidize the expedition.

All experiment has been made by some means at Grimsby, to try whether returns can be accomplished in the China trade. They built a new clipper-ship, *Spirit of the North*, loaded her with great cargoes, and sent her to the East Indies, in their well-appointed docks, and started her for Shanghai, which port she is to reach in three months, or as much less as her sailing qualities and the capabilities of the crew will permit. If experience is to suggest, as doubtless it will, further improvements in ships, we shall soon make the voyage to China in two months; and, perhaps, the much-talked-of great fleet, to be employed between a couple of clippers, will furnish data that may be taken advantage of by enterprising ship-builders. There is an opening prospect, too, connected with the trade of America, for the *Cherokee*, a ship built on Lake Ontario, has arrived at Liverpool with only a shifting of cargo; and the Canadian mail, as conveyed to the Continent, having at length successfully overcome the obstacles to navigation between the Gulf of St. Lawrence and their great lakes.

A Yankee at Boston has been trying experiments on the rapid transmission of small parcels, by blowing them through a tube, in the same way as it was once proposed to dispatch passengers from London to Brighton. A small engine, the project answers very well; but whether the project will be able to lay on a delivery-pipe to the quick mercantile establishments of the

city, and work the despatches without confusion, remains to be proved. Not less so the French experiment of sending two messages at once along the same wire—it will be a triumph of ingenuity if the respective individuals can indeed be preserved.

Balloon-ships are again talked about; Mr. Poeseche of Philadelphia says, that now we are about to encircle the whole earth with telegraph wires, aerial navigation becomes a logical necessity. He proposes to build a flat-bottomed boat, long and narrow to wind wheels, and with a screw-propeller, which being made to rotate, the wheels are set in motion, and the vessel moves over the ground. For the purpose of ascension, we are told, 'the ship is furnished at the side with large inclined planes of double-glued canvas stretched upon iron frames, which act like the plane of a boy's kite.' These planes turn upon axes which are adjusted under the heavy beam of the deck; they are fixed at an angle of 45 degrees, and the vessel is propelled rapidly by means of the screw-propeller, which being made to rotate, the vessel moves over the ground. For the purpose of ascension, we are told, 'the ship is furnished at the side with large inclined planes of double-glued canvas stretched upon iron frames, which act like the plane of a boy's kite.' These planes turn upon axes which are adjusted under the heavy beam of the deck; they are fixed at an angle of 45 degrees, and the vessel is propelled rapidly by means of the screw-propeller, which being made to rotate, the vessel moves over the ground.

Our engineers are finding something to say about the tunnel under the Alps, which, if it can be made, is to connect the Piedmont with the rest of France, the passing right through the mountains from Susa and Bardonecchia to Modana in Savoy, by a line ten miles shorter than over Mont Blanc. The tunnel is to be eight miles in length, and a mile above the level of the pass; the estimated cost a million and a half sterling. Chevalier Maus, the engineer, has contrived an excavating machine, which, by the backward and forward motion of a number of a large chisels, makes deep grooves in the rock; and the masses are then split up by means of wedges. The machine is so constructed, that it will make small jets of water play between the chisels to diminish the friction and lay the dust. And the depth will be too great for the sinking of shafts, the tunnel is to be ventilated by a tube lying on the ground, carried in as the work advances, and provided with a fan at the end, to draw the air out. The Chevalier hopes to have the mountain pierced in nine years, and the barrier which separates Piedmont from her neighbours is to be removed; but lovers of the picturesque will still prefer to travel over the mountain rather than under it.

The French government is about to establish a system of meteorological observations of the interior of North Australia, to ascertain the real nature of the climate of that country, as efforts are being made to grow sugar-cane, indigo, and cotton. It is a very interesting project, and it is a noteworthy fact that 20,000 Spaniards have recently emigrated to that country from the Bay of Biscaya, and that many of them here we have seen, and are now commencing population. At some future day, will surely tax the ingenuity of ethnologists to account for. What will the Holy Places be, to revisit Spain, and whether the keys of the cities once held by them, which they religiously keep, still fit the locks? It would be something quite new in the annals of emigration.

THE AMERICAN FISHERIES.

(FROM THE LONDON TIMES.)

Certainly the last Yankee hit upon the fisheries question does credit to the astuteness of the national character. As many have been disappointed in their attempts to clear out our coast fisheries, it is not surprising that they should have turned their eyes to the fisheries of the United States. It is not surprising that they should have turned their eyes to the fisheries of the United States. It is not surprising that they should have turned their eyes to the fisheries of the United States.

his legitimate appeal to a competent follow-up course, under the circumstances, or in the shape of a sham Earl of Stirling. This is well enough; but, on all grounds of diplomacy or international law, the United States' fishermen have as much right to fish in the waters of the United States as the British have to fish in the waters of the United States. Now, not content with their actual position, and doing that which would appear the obvious course under the circumstances, our friends in the States are, in a word, about to turn their plea of good vicinage into one of strict legal right. They have introduced a bill to amend the Perkin Warbeck of cod-fishing in the waters of the United States. This individual, it will be remembered, endeavoured to make out his right to the title to the satisfaction of the House of Peers, in the shape of a sham Earl of Stirling. This individual, it will be remembered, endeavoured to make out his right to the title to the satisfaction of the House of Peers, in the shape of a sham Earl of Stirling.

We can only say, if our American friends themselves are not assisted with energy throughout the highlands and the lowlands of rugged Scotia. There will not be any conceivable way to the capture of a portion of the habitable globe which a Caledonian will not make himself out to be entitled by virtue of some grant or another. Our American friends will be made to feel that a good grant will be administered to the ingenuity of dealers in such commercial articles. How perfectly the thing can be done, we are not prepared to say. Then, again, how much more national and how much more easily it would have been, for a confederation to have negotiated the fisheries, and to have, instead of each province, dashing away at its independent of the others. Had it not been dealt with by the Colonies united, there is no room to doubt that it would now be far more successful than it is now.

ENGLAND, ITS LEADERS, AND ITS ADVANCEMENT IN ART AND SCIENCE.—England is a young country, not an old country, as some mistakenly assert. The energy in this moment is enormous; we are but commencing to move, and have a mighty future to store. Statesmen, as it seems to us, are beginning to have glimpses of their real duty, the welfare and advancement of the people committed to their management. The application of art to the manufactures of the country, and the general advancement and elevation of the industrial, is no longer a matter of indifference to the Statesmen. The application of art to the manufactures of the country, and the general advancement and elevation of the industrial, is no longer a matter of indifference to the Statesmen.

FEDERAL UNION OF THE COLONIES.

We are reminded by the remarks of one of our correspondents that we stand pledged to the advocacy of a Federal Union of the Colonies. We are reminded by the remarks of one of our correspondents that we stand pledged to the advocacy of a Federal Union of the Colonies. We are reminded by the remarks of one of our correspondents that we stand pledged to the advocacy of a Federal Union of the Colonies.

What a most ridiculous aspect do these provinces present to the world! Here are five millions of people, three entirely unprovided with water and the other five lying so near to a regular communication is easily maintained—the inhabitants of all being similar in taste and pursuits—all speaking the same language, with slight exceptions, and all subject to the government of Great Britain, and yet, with so many causes for union that they scarcely move a unit of action for their inhabitants were inhabitants to each other. But whenever Colonial Union is propounded by one of its few advocates up starts some non-progressive spirit and asks, how shall a union be effected? Such an enquiry, we were about to say, should be treated with ineffable scorn. What! are none of our Colonial Statesmen, or any of our statesmen, so stupid as to attempt to the simple task of framing a common constitution for the benefit of all the Colonies, leaving each the management of its own affairs, with slight exceptions, and all of them are fully competent, but their cursed party squabbles and contentions for the peoples' money leave them no time to attend to so important a subject.

How the mere mention of the subject has not the province of the public Journalist to shew; it belongs rather to the Statesman and legislator. It is enough for us to know that it is necessary to the welfare and development of all our Colonial resources, and for the protection of four interests, that such a scheme is necessary.

For six years our neighbours over the border have been amusing themselves, and at the same time gratifying their cupidity by robbing the colonies of their markets, and the profits of their trade, by establishing a system of reciprocal Free Trade. With Canada, New Brunswick and Nova Scotia, they have successfully broken down the barrier having got free ingress into all the ports of these provinces, the wily Jonathan laughs at his own freedom and the stupidity of the colonists, and for so long a time he has been so effected is his own trade.

Now, if the Colonies had been united and acted in concert, it would have been hard for the Statesman to have played off such a sorry trick upon them, and such a success a surly trick upon them, and such a success a surly trick upon them, and such a success a surly trick upon them.

THE AMERICAN YACHTS DEFERRED.—The London Advertiser contains a long account of the great Yacht race, which was held on the 7th of the month, and it was the general impression that the American would prove the victor in this great contest. The English Yacht *Yule* came in ahead, leading the *Silver*, which was a second, 6 minutes and 25 seconds.

Among the latest Naval inventions, is that of the *Commodore-in-chief* on this Station, Sir James G. B. Stewart, to be Vice Admiral of the Red.