Molasses, Candles, Apples, Confectionery, Onions,

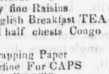
Tea, Crockeryware, Chinaware, &c. &c.

TO BE SOLD by Auction, on TUESDAY, 29th instant, at 11 o'clock, at the subscriber's Sale-room, Queen-street—

5 puncheons MOLASSES
15 boxes CANDLES,
From 10 to 50 barrels prime APPLES
10 bbls. prime ONIONS
400 assorted Confectionary
10 boxes Saleratus
40 boxes very fine Raisins
10 chests English Breakfast TEA
20 chests and half chests Congo do. (superior article)
25 reams Wrapping Paper
3 doz. superfine Fur CAPS
6 boxes thick BOOTS
20 do. SOAP
A lot of Cooking, Franklin and Air-tight STOVES, &c. &c.

JAMES MORRIS, Auctioneer.

Charlottetown, Jan. 21.



American House!

THE Subscriber in closing up his present business in P. E. Island, respectfully requests all parties, who are indebted to him, to hand over, on or before the FIRST OF JANUARY NEXT.

JOHN GIBSON.

December 13.

Church of England Prayer Books

HASZARD & OWEN have received a large supply of the above and are prepared to sell them at the following low prices, viz.

Ruby 32mo. Roan, Gilt Edged, 1s 6d.
" Cape Morocco, Embossed richly Gilt, 2s.
Morocco, 4s 6d.
Minion 32mo. Roan, Embossed, Gilt Edged, 3s.
Nonpareil 32mo. 3s.
Pica 24mo. 5s 6d.
8vo 9s.
Calf. 12s 6d.

NEW GOODS.

Fall 1855.

PER Ships *Isabel* and *Majestic*, from Liverpool, and *Sir Alexander* from London, the Subscribers have received—

305 Packages British & Foreign Goods,

and 10 Tons BAR IRON, carefully selected *by one of the Firm*, which, with their Stock on Hand, they can confidently recommend to their customers, and the public, as Goods of the *best description*, at very low prices, for prompt payment. Wholesale Purchasers will find it to their advantage to select from this STOCK, which consists of—

7 Cases, 3 bales Ready-made CLOTHING,
8 Trunks Boots and Shoes,
56 Chests, and 20 half do. prime Congou Tea,
25 cases Ladies' Dress Materials,
15 do Silks, Velvets, Plushes, Trimmings, Ribbons; Haberdashery, Hosiery, &c., &c.
5 cases Townsend's Hats and Caps,
1 do Brushes, 1 do Toys, 2 do Gloves,
4 bales Cloths, 1 bale Wadding, 3 do Shawls,
4 do Cotton Warp, 25 boxes Soap,
7 packages Paints, Oils, Varnishes, &c.,
30 do IRONMONGERY,
2 cases Jewelery and Fancy Wares,
3 do Oil Floor Cloth, 2 do. Furs & Fur Caps,
5 bales Carpeting and Woollens,
6 do Linen Drapers, &c.,
3 do grey Calicoes, 3 do. white Calicoes,
2 do striped Shirtings,
Packages Rice. Ginger, Currants, Raisins, crushed Sugar, Mustard, Blue, Indigo, Starch, Washing and Baking Powders. Ten Tons assorted BAR IRON.

Oct. 26th. D. & G. DAVIES.

AMERICAN HOUSE.

Fall Stock Completed.

Per Dancing Feather, Mary Jemima, and Mary Ann,

FROM BOSTON AND HALIFAX.

BY the above ships, the subscriber has just finished his FALL IMPORTATION, comprising (besides his large stock already advertised) as follows:

80 chests Tea—warranted good,
12 puns. Molasses, 4 hhds. *Sugar*,
50 boxes Raisins, 100 sides *Sole Leather*,
60 *Stoves*, 75 bbls. Apples, 4 cwt. Cheese,
10 doz. Brooms, 10 do. Pails, 3 casks Fluid,
Newell's Patent safety Lamps and Lamp feeder, in a variety of styles,
16 bbls. Nuts, 20 do. Crackers and Pilot Bread,
2 bales Buffalo Robes, &c. &c.

The whole forming a most extensive stock, and from the variety in the different articles, and moderate charges, is well worthy of attention.

AMERICAN HOUSE, Grafton Street.

W. B. DAWSON.

Dec. 13.

CHEESE! CHEESE!!

JUST received from Boston, a further supply excellent quality, at the KING SQUARE HOUSE

Dec. 13. 1m BEER & SON.

SALE OF SHIPS AT LIVERPOOL.

(From Wilmer's European Times).

We beg to lay before you as usual at this season, our statistics of the past year's business in the sale of ships, and, notwithstanding it shows a less result than that of 1854, still we regard it is as highly satisfactory,—making due allowance for the general interruption most branches of commerce have suffered from our protracted war, the increased price of money, &c.,—and, though the demand for the transport service, which, in 1854, employed so much tonnage, has continued, it has been chiefly confined to steam-ships, to the neglect of sailing vessels, except in cases of direct charters to convey stores to Constantinople and the Black Sea.

We stated to you last January, and at the same time explained the cause "that from the month of September to the middle of December, there were but few transactions to report;" however, with the new year the demand for tonnage was resumed, and has continued without any considerable interruption in the face of those depressing influences we have referred to, as well as a tardy and somewhat capricious improvement in freights. It is a little anomalous that the most marked improvement in prices took place between September and December, during which time the rate of discount advanced from 4 to 7½ per cent.

As if to compensate for some disadvantages, circumstances of great interest and permanent benefit to the ship-builder and ship-owner have arisen, which have contributed in no small degree to produce the result we have here to record. When the measure of admitting foreign ships to British registration free of duty was before the country, it met with the strongest opposition from parties who urged that we should be inundated with tonnage from the innumerable building stations in the United States of America, from the Baltic, and elsewhere, which, coming into competition with British and Colonial Ships, would seriously cripple, if not wholly destroy our building-trade,—how far this fear was well founded, four years' experience of the working of the Act of 1851 will answer. Of the few American Ships that have at times been placed upon this market, the most have been withdrawn for prices it was impossible to obtain, and under which limits the owners could not afford to sell them, and in every case considerably above those of our best plantation ships. With the Baltic even less business has been done. We have had several commissions from Bremen, Lubeck, &c., and, notwithstanding these ships have much to recommend them both as to model and material, yet the prices looked for remove all fear of competition from this quarter.

These facts tell what the repeal of the Navigation Laws *has not done*. We now desire to explain to you what the new Navigation Act *has done*. Following the policy of this country, the United Kingdom of Sweden and Norway has removed entirely the duty upon British and Plantation ships purchased for their market, and the merchants of these countries finding they can purchase cheaper here than elsewhere, have become our valuable and respected customers. The amount of tonnage we have sold this year for Scandinavian account is very considerable, and nothing can be more satisfactory than our transactions in this new market.

We have also to direct your attention to a recent Act (October) of the French government admitting, for a limited period, British and Colonial ships to French ownery, at an *ad valorem* duty of 10 per cent., and which privileges our neighbours have availed themselves of to some extent. Contemporaneously with this boon, we have to direct you to the facilities now offered for classification in the Bureau Veritas or French Lloyd's, that society having formed a branch here, and appointed a surveyor for the port who combines with thorough knowledge as much painstaking consideration as is consistent with his please-no-one duties.

The number of ships that have changed hands in the year is 601, equal to 277,605 tons, against 730—380,000 tons, in 1854. Of these 84 are British, equal to 37,072 tons, against 83, equal to 31,386 tons in 1854, and 23 are foreign, equal to 17,835 tons.

The number of new Colonial vessels that have arrived in Liverpool and been registered, or are in course of registration, is 102, equal to 70,191 tons, against 123—128,994 in 1354, showing a decrease of 21 ships, or 58,038 tons, on the return of last year, and making the average of each vessel 685 tons.

The number of British ships sold to foreigners is 51, equal to 17,387 against 20—9462 tons in 1854, showing an increase of 31 ships or 7925 tons.

The number of ships built and launched here the past year is 40, equal to 14,474 tons, of which 17 are wood, equal to 2614 tons, and 23 are iron, equal to 11,860 built for the most part to order. Of British second-hand ships very few have appeared on the market, although there has been a regular and constant enquiry for them, and in every case of sale excellent prices have been obtained for such as have had a few years of unexpired A 1 class; those from 500 to 700 tons have been in the greatest demand; there is also abundant enquiry for small coasting vesels, from 80 to 200 tons, adapted for taking the ground, and that will shift without ballast.

There is not much alteration in the prices of British-built ships from last year. Tyne-built 13 years A 1 class, with Baltic outfits, and not coppered, can be purchased at from £16 to £17 per ton; Cumberland-built, of same class, from £19 to £22. Inferior class in like proportion.

Screw steamers of all sizes, being in good working order, are much demanded, and but few offering.

Colonial-built ships may now be quoted as follows: Very superior St. John's, Miramichi, and Quebec, to class 7 years A 1, at £7 10s to £8 5s; ordinary £7 to £7 10s; those classing 4 years £6 10s; inferior £5 to £5 10s.

Prince Edward Island and Nova Scotia—some few have sold remarkaby well—say from £6 10s to £7; the majority are worth from £4 to £5 15 per ton.

From the United States, the returns show an extraordinary decrease compared to that of 1854, the compiler in New York accompanies them with this remark—"The past has been a year of depression unexampled within a generation in the ship-yards. It is evident little will be done on speculation. The ships building now are for some specific and ascertained purpose." Including sailing and steam-vessels the returns in 1855 are 37—29,867 tons, against 108—81,390 in 1854. On the stocks at close 17—24,730, against 16—20,033 in 1854.

We are obliged to direct the attention of the Quebec and Richibucto builders to the half-finished, half-tree-nailed condition in which many of their ships are turned out of hand, not only in the hull, but also in the masting, which in the majority of cases is so defective as to cause them to be either condemned, or subjected to such large alterations as vastly increases the cost of classing. In all details, the majority of the St. John's and Miramichi are superior. This arises, probably, from the fact that Lloyds have issued no rules for "masting," merely requiring that they shall be, as well as the rigging, "in good order;" both may be in good order, but deficient in size, which is much too often the case. To take advantage of this is bad policy, and acts against themselves, both in the prices their ships bring, and by injuring the sale of really good vessels, entitled only to similar class, beside which, it leads to many misunderstandings between the sellers and the purchasers when they sold with a guarantee of class.

To Pictou and Prince Edward Island build the same remarks apply. Many of them come here with old rigging and old ground tackle. It appears almost hopeless to remonstrate with these builders, who continue to send here for sale vessels, that seem to be modelled without any object, indifferent in finish, of low class materials, and unfitted for the only trade their size and class will suit: some half-dozen making a happy exception to the general rule, have sold quickly and at good prices, as high as £7 for 4 year class, which should satisfy these gentlemen how much they compromise their own interests by this continued slop-style of work.

The total number of ships in course of construction in our North American Colonies, and which may be looked for in all this year, is as under (not including Coasters, of which there is a considerable number expected from Prince Edward Island, Pictou, &c.):—At Quebec, 17—17,850 tons; St. John's, 19—20,600; Miramichi, Restigouche, &c., 14—11,100—making a total of 50 large ships, equal to 49,550 tons.

The return of ships in the employment of our government up to the first of August, including steam and sailing vessels, is 208, equal to 207,389 tons.

The provisions of the New Registry Act (part 2 of the Merchant Shipping Act 1854), which came into operation on the 1st of May last, have for the time, and may continue until parties become more acquainted with the changes introduced, to affect our transactions. It is not now compulsory for ships to be registered anew on an entire change of ownership; and registry anew cannot be granted on such change except at the existing port of registry, without going through the complicated process of transferring their registry from one point to another.

In the case of Colonial vessels, it was found necessary to appeal to the Board of Trade for time to be allowed to enable parties who were not prepared with the document required by the new Act, to dispose of the ships in hand; and, therefore, it may be advisable to remind those engaged in the Colonial trade, that it is essential in the case of such vessels coming over for sale, and which had not been registered there, that the builder's certificate be endorsed with a pass signed by the Governor, or his *locum tenens*, and when registered there, that in order to obtain registry anew in this country, they be accompanied by a certificate of sale, or statutory power of Attorney, which being an official document, will exhibit the true ownership and interest, is thus designed to afford to purchasers the most perfect security. In the same way the document will be found very useful in facilaitting the sale of British registered vessels abroad.

The new mode of mensurement has considerably decreased the tonnage of vessels to which it has been applied, the average being, about 7 per cent. We believe the prospects for the year are good, and that prices may become more remunerative to the builders, especially for those of from 700 to 1000 tons, which at all times sells better and more quickly than overgrown ships of from 1400 to 2000 tons, which cannot hold their fastenings when staggering under a weight of cargo that would sorely try the best hardwood ship that can be built.

SWEDISH WARLIKE PREPARATIONS.—The Swedish Arsenals and Military establishments are actively employed in the preparation of every kind of warlike material. The Finances have been managed with such economy, that the Government has several millions of thalers in hand, all of which are to be devoted to fully equipping the the army and navy. The Danish Government is reported to have given its consent to the establishment of depots of all kinds at Kiel, for the service of the English fleet, which is expected there in April next.

DISEASES OF THE LIVER.

☞ When the celebrated Dr. Rush declared that drunkenness was a disease, he enunciated a truth which the experience and observation of medical men is every day confirming. The many apparently insane excesses of those who indulge in the use of spirituous liquors, may be thus accounted for. The true cause of conduct, which is taken for infatuation, is very frequently a diseased state of the Liver. No organ in the human system, when deranged, produces a more frightful catalogue of diseases. And if, instead of applying remedies to the manifestations of disease, as is too often the case, physicians would prescribe with a view to the original cause, fewer deaths would result from diseases induced by a deranged state of the Liver. Three-fourths of the diseases enumerated under the head of consumption, have their seat in a diseased Liver. (See Dr. Gunn's great works.)

☞ Purchasers will be careful to ask for Dr. M'Lane's Celebrated Liver Pills, and take none else. There are other Pills, purporting to be Liver Pills, now before the public. Dr. M'Lane's Liver Pills, also his Celebrated Vermifuge, can now be had at all respectable Drug Stores in the United States and Canada.

W. R. WATSON, Agent for P. E Island