

P. E. ISLAND.—The *Islander* of the 5th instant, closes an account of the growing Crops as follows:—

"On the 14th of August, we wrote that ten days more would place the early sown Wheat out of danger. The ten days have come and gone, but like the Ides of March, not harmlessly. As the Grain ripens, it is evident that about one half has been blighted, and consequently, the Wheat crop will be below an average. We think this is now unquestionable."

MONTREAL.—The inhabitants of this city are to be gratified with a visit from Jenny Lind. Her agent had arrived in the city, and exertions were being made to complete the new city Concert Hall.

INDUSTRIAL EXHIBITION AT ST. JOHN.—The papers from the city of Saint John contain a long and interesting account of the opening of the exhibition in that city. It is a pity that a more seasonable time was not selected for the Show, that the Agriculturists might have availed themselves of the opportunity to exhibit the products of the soil. We shall in our next number copy the account furnished by the editor of the *Morning News*, which is the most extended one given, occupying three columns of his paper.

We give below a brief account of the opening, from the *Observer*, of Tuesday:

"The Exhibition was opened this day by His Excellency the Lieutenant Governor, in presence of the Directors of the Institute, and a large number of ladies and gentlemen, and although from its being the first attempt made in this Province to bring together for exhibition the Products of Domestic Industry, it necessarily falls far short of what it ought to have been, yet upon the whole, the result cannot but be gratifying to all friends of progress. The Building is a show in itself, and does much credit to the taste and ingenuity of Mr. Stead, the accomplished Architect. The Agricultural Implement Department is full of neat and substantial Tools, containing the latest improvements. Among other articles is one which probably surpasses anything in the great Crystal Palace at London, namely, a Churn, the invention of Mr. Asa Willard, of this city, which brings butter in one minute and within five, washes and salts without the intervention of hands! The Floral and Pictorial Departments are really magnificent.

"We cannot now enumerate all the fine things that are to be seen, but we assure our readers, far and near, that if they do not come and examine for themselves they will lose a rich treat."

INFLUENCE OF RAILWAYS.—The *Cleveland Herald* furnishes the following interesting account of the benefits which have resulted from the construction of Railways in that district:

"A late letter by a gentleman who has recently passed over the Ogdensburg railroad, says there are more buildings going up along the line than have been built in the last fifteen years. The value of real estate has almost doubled since this railroad enterprise commenced, and business has received a great impulse. At the western terminus of the road, a noble wharf, a mile in length, has been constructed, and among the improvements upon it is a flour shed, twelve hundred feet long, a freight house, four hundred feet long, and an elevator building containing forty two bins, which have the capacity of holding one hundred and sixty eight thousand bushels of grain. The elevator is worked by a steam engine, and can raise from a vessel's hold into the bins, 2000 bushels of grain an hour."

The *Halifax Sun*, a short time since, published a communication from a correspondent, on the same subject, which we annex. If such important results have flowed from the building of Railways in other countries, is it not fair to infer that similar benefits will follow from their construction in the Colonies.

"From the *American Almanac* for the present year, we have derived some particulars which are strikingly illustrative of the influence of Railways upon the countries through which they pass, and the localities with which they are connected.

"In the State of Massachusetts there appears to be no less than twenty one Railways, in which is invested an aggregate capital of thirty four millions of dollars, equivalent to about seven millions of pounds sterling. Some of the lines are not completed; but of those that are in full operation one pays a dividend of two per cent., one of five per cent., one of six per cent., three of six and a half per cent., six of eight per cent., two of eight and a half per cent., and one of ten per cent. For some years, however, the Railways of this State had no direct communication with Boston, its great maritime city and capital. The consequence was, that while other cities, having the benefit of railway communication, were making prodigious advances in population and in wealth, Boston was nearly stationary, or progressed at a rate comparatively sluggish. The Bostonians would not stand this. They were determined that their fair

city should not be thus left in the rear, but should go ahead as well as the most flourishing of her neighbors. They therefore put their heads together and resolved on making Railroads to Worcester and Providence, for the purpose of diverting and bringing down to their own city a portion at least of the traffic which was then monopolised by lines running north and South. No sooner said than done. Of the required capital, estimated at about six millions of dollars, one half was subscribed forthwith by persons having property or carrying on business in the city, and the other half was advanced by the State Government at a low rate of interest. The Boston merchants showed a spirit which the merchants of our own capital would do well to imitate. They readily came forward to purchase shares to the extent of from \$1,000 to \$2,000, according to the value of their property and the amount of their business. The two Railways were formed and have now been in prosperous operation for some years. Last year one of them returned to its proprietors a dividend of six and a half per cent., and the other of eight and a half per cent. And it is a remarkable fact that between the year 1835, when they were set a going, and the year 1849, the sum total of profits divided among the shareholders very nearly equalled the whole amount of the paid up capital, being ninety three and a half per cent in the one case, and ninety five in the other. But the effects of this noble adventure upon the city itself were wonderful. In the year 1830 when there was no Railroad, the population of Boston numbered sixty one thousand souls. In 1845, when the Railroad just mentioned had been in operation ten years, the population was one hundred and fourteen thousand—or nearly double. And her trade and commerce had advanced in a corresponding ratio. Only conceive what must have been the collateral advantages realized, not only by the fortunate shareholders but by the inhabitants generally. Large as were the dividends they were nothing in comparison with the benefits accruing from the enhancement of property, the extension of business, and the encouragement of industry in all its branches. And who can doubt that similar benefits will accrue to our own metropolis from the like operations. That the line now in contemplation would, after a while, pay a good round dividend, I entertain no question; but that the dividend, be it what it may, will form but an insignificant fraction in the sum total of the pecuniary advantages which must be diffused throughout the whole country traversed by the line, diffused especially over and all round about Halifax, can be questioned by no one. And who can doubt that a Railroad of that magnitude would cause property in Halifax and its neighborhood to rise in value full fifty per cent. Who, indeed, can estimate the full amount of benefit which, directly and indirectly, would result from its operations to all interests and to all classes."

THE WANT OF A MARKET.—We have repeatedly urged on the attention of our neighbours, the benefits that would result to the inhabitants, as well as to our agriculturists, from the establishment of a proper market in the town. This is admitted on all hands; but the few who are able to drive a *barter* trade with our country friends, strive to keep things as they are, and the many who are deeply interested in the measure, will take no action to bring it about. We hope, however, before another year rolls over, that Municipal Corporations will be adopted in the County; and should this be the case, we predict that the first question moved for the consideration of the parties to whom will be entrusted the interests of the people, will be the erection of a Market House in Chatham, and the completion of a well digested code of regulations for its government.

A late number of the *Reporter* contains some sensible remarks on the inconveniences experienced at Head Quarters from the same cause. We give them below. If our readers will substitute *Chatham* for *Fredericton*, they will suit our case admirably:

"We are glad to learn that the City Council has at last got the controul of the new Market House, as we may reasonably infer that we are soon to have a market with proper regulations, the absence of which to the present period distinguishes the good city of Fredericton as behind all the Towns and Cities which we ever knew. It is absolutely ridiculous to see the present state of our meat and vegetable market—if we may give that term to a system which leaves the citizens generally in the hands of a few huxters, or compels them to watch the boats or waggons from the country. Here, you may see a countryman ask and obtain 4d. per lb., for a lean fore quarter of mutton; and there, at some distance, you may see a fine hind quarter sold at half the price, because there is no comparison and no competition; and both the buyer and the seller act in the absence of all knowledge, except that each when he can, tries to overreach the other. The countryman loses much of his valuable time in dragging his meat on certain occasions from one store to another without being able to find a purchaser, while those who want to purchase frequently cannot find what they wish for, without much trouble. Such is the game of *hide and seek* which we have hitherto played

with each other in the sale and purchase of country produce and provisions in Fredericton! We now trust that this *clumsy* state of things will have a speedy end, and that a properly constituted market will be organised for the mutual benefit of both town and country."

ELECTRIC TELEGRAPH.—We are gratified to be enabled to state, that the posts for the telegraph wires are up as far as Richibucto. We understand that contracts have been entered into for putting up the posts from Richibucto to the Bend of Petitcodiac, and that the wires and necessary apparatus have been ordered. We hope to see the line in working order this fall.

COUNTY OF KENT.—Thomas Kinread aged 21 years, a native of Whitehaven, was lost overboard from the ship *Princess Victoria*, Leslie, master, on the 11th of August, while on her passage from Liverpool, to Richibucto.

SUPREME COURT.—Our Supreme Court was opened on Tuesday last, and closed on Saturday night. Judge Parker presided. We congratulate the county on the short period occupied in performing the business of the Court. There were two Criminal cases tried—*Daniel Hill, Jun.* and *John Roach*. The former was found guilty on two indictments—one for stealing a Heifer from Thomas Ullock, and the other for stealing a Heifer from Henry Gutchell. He was sentenced to one year in the Penitentiary for each offence. He was acquitted on a third indictment for stealing an Ox from — McDonald. The second named criminal was tried on three indictments for uttering Counterfeit Coin—one for Mrs. Combie, one for Mr. Daniel McLaughlin, and one for Mr. Thomas Voady. He was found guilty on the two last. Sentenced to remain in Jail till the 1st November next, and thence in the Penitentiary four months on the second indictment, and twelve months on the third. He was retained in jail to the 1st November to allow time for the opinion of the Court above on a question of law.

CORONER'S INQUEST.—An Inquest was held on Wednesday last, the 10th instant, before STAFFORD BENSON, Esq., Coroner, on view of the body of JAMES MULLINS, who was drowned the night before, by falling from the bow of the American ship *Calcutta*, now loading at Black Brook. Every effort was made to save the unfortunate man, but without success. A verdict of *Accidental Death* was returned. The deceased was a worthy, industrious man, and has left a widow and six children with but slender means of support. The Jury, to mark their respect for his character, and their sympathy for his family, requested the Coroner to hand the usual fee to the widow, which was accordingly done. ☞ Halifax and Canada papers please copy.

COUNTY OF GLOUCESTER.

We cannot publish the following farewell Address to the Rev. Mr. Macdonnell, without expressing our deep regret to learn that he has finally taken his departure from us. We know nothing of the motives which have caused this separation of the Pastor and his Flock, but this we do know, that in Mr. Macdonnell the people of Gloucester will lose a worthy and useful member of society, one who has always shown his desire to promote by his countenance, and by his pen, every measure calculated to improve the religious, moral, and social condition of the people with whom he has abode many years. We wish he may enjoy, together with his partner, a long life of usefulness in his new home.

BATHURST, September 2, 1851.

To the REV. GEORGE MACDONNELL, late Minister of St. Luke's Church, Bathurst.

Reverend and Dear Sir,
It is with feelings of unqualified regret that we have just learned, that your separation from this community promises to be a permanent one; and before you enter upon fresh labors, and form new connections, we deem it a duty to offer you some slight testimony of the esteem, which your christian zeal, your manly and consistent bearing, and valuable usefulness, has won for you in this community, among men of all denominations.

During your long residence of upwards of ten years in this Parish, as a Christian Minister, while you promoted to the best of your power the interests of your own Church, you never willingly offended the conscientious opinions of others; and beyond this, you liberally co-operated with the Ministers of Religion of all sects, whenever the opportunity was afforded you, to promote the common end which all profess to have in view, namely—the Honor of the Creator.
To all our local institutions, designed to

advance the intelligence, the happiness, or the comforts of your fellow-man, you were ever ready to lend a willing and efficient aid; and in many of these, amongst which may be particularly enumerated the Bible, the Temperance, and the Agricultural Societies, the blank which you will leave, we fear will not be easily filled up.

Such an experience, Reverend Sir, of your consistency of life and conduct, and your active zeal in the promotion of all good works, could not fail to inspire us with respect and affection towards you; and it gratifies us to feel assured, that the exercise of these virtues, must continue to command the honor and respect of all right-minded men, wherever you may go, or in whatever spot your future lot may be cast.

With earnest wishes for the health and happiness of yourself, Mrs. Macdonnell, and family, we beg to bid you for the present an affectionate farewell.

N. Disbrow, Rector.

M. Power, Roman Catholic Church.

John Prince, Wesleyan Missionary.

H. W. Baldwin, High Sheriff.

T. Desbrisay, Barrister at Law.

Joseph Read, J. C. P.

William Napier, J. C. P.

B. Dawson, J. P.

S. L. Bishop, J. P., Church

T. H. Carman, } Wardens.

John Richey, J. P.

William Deacon, J. P.

John Woolner, merchant of Medicine.

James Wolhaupter, merchant.

Alfred J. Smith, merchant.

John Meahan, merchant.

James Smith, Grammar School.

William Malloy, of Saltash.

Bela Packard.

Hugh A. Caie.

And a number of other inhabitants in and about Bathurst.

MORE ROWDYISM.—We are heartily sick and tired of hearing and writing about the doings of the rowdies with which our town is at present infested. On the night of Wednesday last they sallied out, and very deliberately pulled down sign boards, took away gates, wrenched off knockers, and perpetrated a number of harmless jokes of this kind. One gentleman who lost his gates, on the following morning had a placard posted up, offering a reward of Five Pounds for such information as would lead to their detection; but nothing as far as we have been able to ascertain, has been elicited. On Saturday night a gang of these fellows assaulted several respectable individuals while walking in the front street. We are glad to learn that they got roughly handled, and were compelled to make a hasty retreat.

THIS DAY'S MAIL.

NEW BRUNSWICK.—We learn that at the request of a large portion of the constituency of this County, Mr. Allan McLean intends to come forward as a Candidate for the seat about to be vacated by the Hon. R. D. Wilmot. Mr. McLean is well known as an enterprising, independent, upright man, and we have no doubt will be well sustained. He has our best wishes for his success.—*St. John Cour.*

FROM EUROPE.—The Steamship *Franklin* arrived at New York on Monday forenoon, from Havre, via Cowes, 28th ult., having made the run in eleven days.

Great agitation reigns in Ireland, and a crisis in that island is evidently approaching, arising out of the violent action of the Catholic defence association, and the Romanist press. Some of the Irish Catholic Priests are to be prosecuted by the Government, for assuming illegal titles, in contravention of the provisions of the new Ecclesiastical Titles Bill. This proceeding will perhaps force Ireland to the verge of a rebellion.

Trade in London is in a most prosperous condition. The bullion in bank is in a favorable position.

Commercial matters in France were in a comparatively prosperous condition. The harvest was excellent and mostly secured.

The French ambassador at Madrid had promised the Spanish government the assistance of France to put down any piratical expedition to Cuba.

A heavy failure had occurred in London—the old and respectable house of Rucker & Son. Their liabilities were reported at £2,000,000.—The cause of their failure was attributed to large advances on produce. It was believed, however, that they would eventually pay up.

Marriages.

At the residence of Mr. Hugh McRae, Parish of Blackville, on the 8th instant, by the Rev. John Turnbull, Mr. CHARLES E. McRAE, of Blackville, to Miss HANNAH TAYLOR, of the Parish of Chipman, Queen's County.

Deaths.

At Chatham, on Tuesday last, 9th instant, HERBERT, infant son of Charles J. Peters Esq., aged 10 months.

At Chatham, on Wednesday morning last, 10th instant, MARGARET, only child of Mr. Wm. Chisholm, aged 18 months.