

owing to the vigorous measures that have been taken by the Derby Administration to protect our fishing grounds from American plunder, and we hail it as a good omen. We are perfectly able to compete with those on the other side of the lines. All we require is an equal footing and fair play, and we wish to see as soon as possible an equitable tariff placing our industry on the same footing as the Americans. It is now some years since their shipping has had free admittance to our ports, and has been placed in competition with ours in the carrying trade, while we have had no increased privileges in return, and many of our laws seem as merely made for the benefit of the stranger, and to crush and cramp our energies, but we hope that matters will now take a different turn. We have no objection to giving them a quod pro quo, and want one, but if their vessels navigate our bays and rivers, we wish to see the bays and rivers belonging to them also open to us. There are many things which in a treaty of this kind would be matters of no small importance, and we trust if things are at all brought to a close, we may have such arrangements made as will place us at least on a fair footing."

#### THE GREAT EXHIBITION.—WHAT IS NORTHUMBERLAND DOING?

[The following article has been communicated to us, and we with pleasure give it insertion.]

I would beg to call the attention of the inhabitants of this county to the Provincial Exhibition, which is to take place at Fredericton early in October next.

For several weeks past the Gleaner has been the medium of giving publicity to an address from the local committee, appointed to carry out in this county the arrangements of the executive committee, at Fredericton.

The Address sets forth the objects contemplated by the Exhibition; assigns cogent reasons for a great effort being made to place our productions before the public in as favorable a light as possible, and concludes by calling every inhabitant of the County—male and female—to assist in carrying the important enterprise to a successful issue.

This Address is followed by a code of Rules and Regulations, prepared for the guidance of intending competitors, and the List of Articles, &c., for which prizes are to be awarded.

What, then, is Northumberland doing? What are the Ladies of Northumberland doing? The Committee are looking anxiously, but hopelessly, to their influence and exertion.

The Southern Counties are all alive to their interest in this matter. They are up and doing great things no doubt. Qualified—well selected persons have been employed in those Counties, to go round and press upon the inhabitants the propriety of bringing forward specimens of their skill, handiwork and research. This fact renders it the more necessary that we be up and doing. I hear that considerable interest has been awakened in some of the neighboring districts; but what are the Northern Counties doing as a whole? that's the question. The character of the North is to be at stake. Now, then is the time to raise or ruin it!

Our Ploughmen will fix the prizes for this part of the game, or I am sadly mistaken. Our Grains, if they do not excel in quality or weight, it will not be owing to any deficiency in our culture, soil or climate, but to causes over which competitor could have no control; and our Artizans, if they do not excel, it will not be owing to any lack of genius or ingenuity, but to inattention, idleness, or some such cause.

I am informed that difficulties of a somewhat serious nature suggested itself to the gentlemen constituting our local committee. It was believed that although our farmers might be able to reap, thresh and winnow, the required quantities of new grains by the 23d September, they could not possibly ascertain the precise quantity grown per acre, or have it ground into flour or meal.

However, by a letter lately received by Mr Caie, agent for this district, in answer to one previously written by him, the corresponding Secretary at Head Quarters has removed this difficulty. The Secretary is authorised to state that "all the arrangements will be carried out in the most liberal manner, and every allowance will be made in respect to agricultural contributors, who may be embarrassed by the meeting being rather early for them. No further details than they can conveniently furnish will be required on the 21st September; and the statement can be furnished more particularly before the prizes be awarded."

HOGGEEVES ATTEND.—We are requested to ask the Hoggreeves how it is that hogs, goats and geese are allowed to go at large in the town. Have they no respect for the solemn oath they have taken?

#### COUNTY OF GLOUCESTER.

We are indebted to a Correspondent for the following intelligence.

"On Monday night, 2d instant, about 11 o'clock, P. M., a smart shock of an earthquake was felt at this place. The motion of the earth seemed at first a rocking one, and then followed several (perhaps eight or ten) liftings or vibrations of the ground. It was accompanied by a heavy rolling sound, something like distant thunder, but not so sharp, nearly resembling what a heavy waggon with muffled wheels would probably make going over a newly macadamised road. The whole lasted at least five to six minutes.

"Our houses being chiefly low, suffered no damage beyond the loss of a pane or two of glass in a few instances. The Court House being the only brick or very heavy building in the vicinity, shows the greatest marks of suffering. It had several panes of glass broken, the plaster cracked in many places, and at the south-west corner the main walls were separated nearly half an inch in the upper storey."

Our Correspondent adds:

"I have traced it as yet only 23 miles miles up the Bay, where the noise was heard, but the disturbance not felt."

We understand that the rumbling noise was distinctly heard in Newcastle, and the vibration on the North-west. We have not heard of the effect of the shock being heard or felt in any other part of this County.

The store belonging to Messrs. G. & A. Smith, in the town of Bathurst, was broken into early on Tuesday morning last, and a small quantity of goods stolen therefrom. The burglar had evidently used an auger, with which he had forced the fastening out of its place. He had searched every corner of the shop, expecting to find money. Mr Smith was sleeping up stairs, but never heard him. This is the fourth case of shop-breaking that has occurred in Bathurst this season, and in all of them violence was more or less used.

On Sunday last a British war steamer was off Bathurst Bay. She spoke several small vessels.

A Correspondent at Shippigan has kindly furnished us with the following information. His letter is dated on the 31st July:

"The body of a man, supposed to be one of the fishermen lost at Passabigan some time ago, was fished up about fifteen miles off Shippigan, in the Gulf, on the 24th instant, and brought to this place, where an Inquest was held on the same before J. H. Harding, Coroner. From the appearance of the body it had been in the water for some time. The following description of the apparel may be sufficient to identify the body should this notice be observed by any of his friends, viz:—A blue flannel shirt, red worsted cravat, blue vest, grey homespun trousers, patched on the knee with black oil cloth, and on the seat with strong white canvass; white socks, with blue tops; shoes with iron heel-plates; the body about 5 feet 8 inches.

"The following is also the description of another body which had been washed ashore at Mall Bay, Miscon, some ten days since, about six feet in height, having on a pair of flannel drawers, with black or blue stripes, a pair of grey woollen stockings, pair of boots, blue pilot cloth trousers, black pilot cloth double-breasted vest, red worsted cravat with black stripes, blue flannel shirt, and a pilot cloth reefing jacket. The body was interred at Miscon."

CANADA.—The Quebec papers furnish us with a comparative statement of the arrivals at that port in 1851 and 1852, up to the 24th July in each year; it is as follows:

	vessels.	tonnage.
1851	692	286,265
1852	527	223,275
Less,	165	62,990

The Montreal Herald furnishes us with some particulars respecting the Steamers which are to ply between Liverpool and Montreal. We extract the following paragraphs:

"We are glad to learn that the Hon. Mr Young's late visit to Portland, with a view to effecting arrangements, by which a regular line of steamers between the port of Liverpool and the St. Lawrence, during the summer months, and Portland during the winter months, might be secured, has been perfectly successful. The terms upon which Messrs.

of Liverpool are prepared to contract with our Government are, we believe, nearly as follows:—They are to put on a line of steamships, of not less than 1400 tons burthen, which are to ply as above stated, fortnightly, for at least six months in the summer, between Liverpool and Montreal, and for the remainder of the year between Liverpool and Portland—the voyage guaranteed not to occupy more than 13 days between Liverpool and Quebec, but, it being a *sine qua non* that Montreal should be its American terminus. For this service the Canadian government will bind itself to pay, for a cer-

tain term of years, £25,000 Currency—one fifth to be contributed by the City of Portland, and the American and Canadian companies of the St. Lawrence and Atlantic Railroad, in the proportions of two fifths by each of the Railroad Companies and one fifth by the City of Portland. These arrangements we have reason to believe, are now concluded, and the first of the Steamers to be placed on the line may be expected at our wharves, by the 1st of May next.

"As we stated yesterday, the vessels to be placed on the line are to be, in speed and class, equal to any afloat and are not to be under 1400 tons burden, but will, more probably, range from 1800 to 2000 tons. They are to be propelled by screw paddles and the maximum rates for passage and freight are to be as follows:—For first and second class passengers, who will be found in everything, on the passage, excepting wines and liquors, respectively, twenty and twelve guineas; and for third class or steerage passengers, six guineas—the last being provided with three substantial meals *per diem*, finding their own bedding, linnen, &c. For the passage to Europe the rates will be proportionably reduced. Freights outward are not to exceed 60s per ton for fine, and 40s for coarse goods; and from America to Europe, will not exceed the average rates charged by sailing vessels. On these terms, and considering the comparative shortness and expedition of the passage, we cannot doubt that the Liverpool and Quebec line of steamers will attract a very large share of the business between the two continents. With a view to securing a portion of the vast emigrant transit from Germany, and other parts of the continent, to Western America, it is the intention of the Company, to establish agents in all the leading cities of Europe, as well as in Great Britain and Ireland, who will be prepared to arrange for passages, not to Quebec and Portland alone, but through to Chicago, and other principal points in the interior of America."

The harvest is well advanced in Canada West, and from extracts which we perceive in the Montreal and Quebec papers, we conclude that it will be a most abundant one.

The census returns have been published. By them it appears that Upper Canada, as it was called, contains a population of 950,530, and Lower Canada 904,782.

The papers furnish the following comparative statements. The following comprises the population of Upper Canada, by the returns taken at various times:

1824	151,097
1830	210,437
1832	261,060
1834	320,693
1836	372,502
1839	407,515
1841	465,357
1842	486,055
1848	723,292
1852	950,530

In the ten years from 1841 to the end of 1851, the population was considerably more than doubled, while during the same period, that of the neighboring Union only increased a little more than a third.

The annexed shows the comparative population of the Lower Province:

1825	423,680
1831	511,919
1844	690,782
1852	904,782

The Montreal Pilot furnishes the following piece of news:

"We believe it is quite certain that a Mr Ross an English Engineer, and the Agent of the great contracting firm of Peto & Co., has been in this city for some days past. Mr Ross has been, we learn, travelling over various parts of the Province, accompanied by Mr Thomas Keefer, an eminent Civil Engineer, inspecting the several proposed routes of Railway—so far this is good; and we heartily thank Mr Hinks for having so promptly and effectually drawn the attention of British contractors, and British capitalists, to the extent and importance of these Colonies, as a splendid field for the employment of their energy, and a fair opening for the profitable investment of their capital."

#### COMMUNICATION.

J. A. Pierce, Esq.,

According to promise, I send you an account of the early oats you mentioned in last week's paper. The quantity sown was half a bushel, and the produce, when cleaned, seven bushels, besides what was destroyed by the hens belonging to the neighbors. The land is owned by Mr John Chalmers. Can the Sunny South beat this?

W. L. SCOTT.

Douglstown, August 6, 1852.

GULF STEAMER. The Albatross was advertised to leave New York for Halifax, P. E. Island, Miramichi and Quebec, on the 3d instant.

RAILWAY NEWS.—We are indebted to the Morning News for the following intelligence respecting the Railway:

"Letters were received in town on Monday, from Mr Jackson, which state that two competent Engineers will be sent out by next steamer (the one now due at Halifax) in order

to survey the road immediately. Mr Jackson says that he will visit this Province himself in a short time. As the surveyors will be strangers here, and know nothing of the localities of New Brunswick, we think it will be necessary that some one or more persons, thoroughly acquainted with the Province, should be employed to go over the ground with these gentlemen. What says the President (Mr Jardine) to this proposition?"

COUNTY OF ALBERT.—The important Mining Suit has been decided in favor of Messrs. Allison, Cairns &c., the parties now in possession of the Mine. The Jury have pronounced the article Coal.

#### Marriages.

At the residence of Joseph R. Hea, Esq., at Lower Horton, N. S., on the 19th ult., by the Rev. W. Sommerville, Miss JANE HEA DAVIES, of this place, to Captain DONALD MACPHERSON, of Stornaway, Scotland.

#### Deaths.

At Chatham, on Wednesday last, the 4th instant, MARY, wife of Mr J. G. P. Foggie, aged 39 years.

At Chatham, on Friday last, JAMES, infant son of Mr Robert Brown, aged 4 weeks.

#### SHIP NEWS.

##### PORT OF RICHIBUCTO.

ENTERED, August 2—schr Marie Reformist, Lapointe, Quebec, flour and pork J. W. Holderness and others.

3—schr Star of the West, Key, New York, D. Wark; bark Creelia, Wood, Philadelphia, L. P. Desbrisay.

4—schr Magdalen, Leimneg, Quebec, flour, J. Mooney; Mary Elizabeth, McDonald, P. E. Island, hides, J. Creelman.

CLEARED, August 2—Norwegian bark Norma, Schultz; Liverpool, deals, J. W. Holderness.

4—schr Marie Reformiste, Lapointe, Quebec, anchors and chains, J. W. Holderness; brig Rose, Munn, Newfoundland, lumber, master.

5—schr Magdalen, McDonald, Buctouche, flour, McPhelim.

6—brig Eleanor, Thompson, Liverpool, deals—J. W. Holderness. Norwegian bark Normeir, Sundern, Liverpool; do. do.

##### PORT OF DALHOUSIE.

ENTERED, July 28—brig Bahia Packet, Furness, Newfoundland, Messrs. Ritchie; schrs Mary, Fournier, general cargo, Quebec, do.; Alphonsie, Fournier, do., do. do.

August 2—brig Leadbeater, Palmer, New York—Messrs. Ritchie; brig Six, Beazeley, New York—Wm. Hamilton.

CLEARED, July 31—ship Helen Thompson, Gray, Glassendock, timber, Messrs. Ritchie; brig Sisters, Holdforth, Leith, do. do.; schrs Mary and Alphonsie, Quebec.

##### PORT OF BATHURST.

ENTERED, July 31—schr Spec, McKay, Boston, Sprague, Soule & Co.

August 2—brig Hartlepool, Dove, New York, Ferguson, Rankin & Co.; brig Flirt, Horn, Newfoundland, do.

3—bark Watson, Hudspeth, Newfoundland, Ferguson, Rankin & Co.

CLEARED, July, 31—brig Diana, Mossop Whitehaven, timber and deals, Ferguson Rankin & Co.

August 3—schr Spec, McKay, New York, grindstones, Sprague, Soule & Co.

#### SHERIFF'S SALE.

On the THIRD TUESDAY in February next, will be sold by Public Auction, in front of Hamill's Hotel, Newcastle, between the hours of 12 and 5 o'clock, P. M.:

All the Right, Title, Interest, Claim and Demand,

Of PATRICK KEOGHAN, to all that piece of Land situate in the Parish of Chatham, being part of Lot No. 17, granted to Joseph Jardine, bounded easterly by Daniel Cremens, westerly by Joseph Mann, and fronting on the highway, leading from the Napan Road; containing three and a half acres. Also, all that part of Lot No. 18, bounded on the east by James Flood, and on the west by William Letson, and fronting on the said Highway, containing four acres. The same being seized and taken to satisfy an Execution issued out of the Supreme Court, at the suit of John Noonan against the said Patrick Keoghnan.

Also, at the same time and place, All the Right, Title, Interest, Claim and Demand, of ALEXANDER FRASER, Junior, to those two Lots of Land situate in the Parish of G'eneig, on the northern side of the south east branch of Black River, containing together five hundred acres, granted to Angus Sinclair, and presently occupied by him. The same being seized and taken to satisfy an Execution issued out of the Supreme Court, at the suit of Thomas Matheson against the said Alexander Fraser, Junior.

W. A. BLACK, Sheriff, Sheriff's Office, Newcastle. 6th August 1852.