

support of one having so large an interest in the trade of Newfoundland, and one who appeared to appreciate the benefits of direct steam communication. He was pleased to see so large a number of the gentlemen of Newfoundland taking passage in the Khersonese; and as he was an active manager in organizing the company, perhaps it might be expected that he would briefly detail some of the advantages that this company would have. First, in regard to Portland he was pleased to have it to say, that arrangements had been completed with the Grand Trunk Railway Company (who own two mile of deep water frontage there,) granting us free dockage, wharfage, storage, coal depot, and other privileges of great advantage. The Portland merchants being alive to the advantages of direct steam communication with England, so soon as the enterprise was suggested, at once called a public meeting, at which seven of the leading and influential gentlemen of Portland were appointed a committee, to raise capital, correspond with the promoters of the enterprise in England, and forward the interests of the company. Mr Wier, after detailing other advantages, by making Portland the terminus, adverted to the advantage of making Halifax a port of call. And to show the interest the merchants of Halifax take in this line, he had received last mail a written agreement, entered into between forty-five of the largest importers, and Messrs. B. Wier and Co., of Halifax, to support this line of steamers, at the rate of freight and passage put forward in the advertisement. Perhaps it was not generally known in this country, that the government of Nova Scotia had undertaken to construct railroads, to connect with the other provinces. The line of railway from Halifax to Windsor, at the head of the Bay of Fundy, will be completed in June, 1857; passengers could then be conveyed from Halifax to St. John, N. B., in about eight hours. Another line of railway is also in course of construction, which will bring Prince Edward Island within a few hours of the fine harbour of Halifax, open all the year. He thought it reasonable to expect that aid from the Government of Nova Scotia would be granted to this company, as it would be held as good policy to stimulate a company in its infancy, that would bring goods and passenger traffic to the lines of railway, from the traffic of which a portion of the revenue of the province would be derived. In making Newfoundland a port of call, he might be allowed to say, that as a Nova Scotian he could perhaps appreciate, better than a person born in this country, the desire so long manifested in Newfoundland or direct steam communication with England; he could say for himself to the highly respectable gentlemen of Newfoundland then present—and he was sure he could say on behalf of those gentlemen associated with him in this country—that their desire was to give Newfoundland direct steam communication; in proof of which he had, as well as several gentlemen in England and America, at considerable pecuniary responsibility, resolved upon opening and pushing forward the line, and he was pleased to say they had not been deceived, as was abundantly proved by the handsome patronage extended to this, the first boat, in her present valuable cargo, and her large passenger list, for the several ports; but he must beg to say, through them, to the people of Newfoundland, that, with all the freight and passenger traffic, a direct line of steamers would open up, and an effort should now be made to induce the Legislature of Newfoundland to grant a very much larger subsidy than had hitherto been offered. Newfoundland would do well to follow the good policy of Canada in this respect, and he felt assured that she would now act promptly, and not neglect the efforts made for her interests. Capital, to carry out the enterprise, had been liberally offered in America and this country; but he considered unity of purpose of the people of the different ports of more importance to insure its success. For that he and his friends had been laboring, and with pleasing results. He wished to say a few words as to the speed of the boats intended for the line. It is well understood that great speed and large carrying capacity in the tonnage could not be combined in the same ship; and he hoped Newfoundland would be satisfied with boats making passage in ten days outward, and eight days homeward; he considered that such a line of steamers was wanted, and would be found eminently useful; and from the yearly increase, and her requirements, such a line could not be considered antagonistic to any existing steam interests. Powerful paddle steamers, making rapid passages, as experience daily proves, will always command a certain class of passengers, to whom speed is more an object than an expensive passage. Having spent some twenty years in the colonies in active business, he spoke from personal experience, when he said that this line of steamers would meet the wants of an important trade. He was also very much pleased to have it in his power to say, that he had been met with the best wishes of nearly all with whom this enterprise had brought him in contact, more especially was he bound to speak in the highest terms of the present owners of the Khersonese, then present, (who also having a practical knowledge of the requirements of the trade, from a previous residence in the colonies,) had cordially, and without regard to expense, endeavored to meet his views, in putting the Khersonese in the very efficient condition she now presented; and he trusted, with the experience of Capt. Powell, the commander of the ship, and his gentlemanly bearing, that the voyage would not only be a safe one, but as agreeable as it was possible to make it.

Mr Brown, from Newfoundland, said they had the inclination and ability to support a line

of steamers to St. John's, (and proceeded somewhat humorously to prove) that they had been slighted hitherto; they were now determined to show to the world that they were worthy of consideration: and whether individually, or through the legislature, they would assert their rights to a line. As to himself, he had waited three weeks to take passage by the Khersonese.

"The Hon. Mr Fox, M.P.P., of Newfoundland, in proposing the health of the owners of the Khersonese, in forcible terms endorsed the sentiments of his Newfoundland friends, in their anxiety to support a line of steamers, and their determination to use every exertion to accomplish this object.

"Mr Alexander, one of the owners of the Khersonese, replied briefly, to the effect that if the efforts (which he did not doubt) of the Newfoundland speakers, equalled their eloquence, and the Halifax and Portland people equally responded, the steamers would certainly be maintained on the line, to the advantage of those ports and the profits of the company.

"The speeches and toasts were now interrupted by the report that the steamer was rapidly going out to sea, and it was time for those not taking passage to return to port, which they did in a steam tender, after giving three hearty cheers as the vessels separated."

#### COUNTY RESTIGOUCHE.

OUR Correspondent at Dalhousie, under date of September 18, furnishes us the following account of a melancholy accident, which occurred in that place:

"An occurrence of a very serious nature took place on Saturday last at the steam-mill lately erected here, by Messrs. A. Ritchie & Co. About 10 a. m., a loud, strangely sounding report was heard, and immediately the mill was observed to be completely enveloped in a dense cloud of smoke and steam. One of the boilers had burst, casting brick, rods of iron, and scalding water in all directions; about ten feet of one end of the boiler was thrown a distance of thirty feet. On repairing to the spot it was with the sickening expectation of seeing a number of mangled bodies, but it was soon discovered that all the men had escaped injury with the exception of one of the firemen who was scalded to such an extent that Dr Taylor (who was promptly in attendance) had little hopes of his recovery.

"It is almost beyond belief that such an accident could have occurred without a great sacrifice of human life. The engineer had only a moment before stepped from the top of the boilers. The engine and machinery are only slightly injured. The active and enterprising proprietor is busily engaged having the damage repaired, and expects to have the mill again in full operation in a short time."

Another Correspondent writing us from Campbellton, says "there is nothing new here, the Season is very backward for getting in the crops, on account of the great fall of rain."

#### LIVERPOOL TIMBER TRADE.

From Circulars to the 29th August, received by the last mail at Halifax, we take the following extracts:

"The import for the past fortnight has been unusually small, and from the 1st February to this date the total tonnage from the Colonies is only 99,000 tons, against 145,000 tons in 1854, and 146,000 tons in 1855. This limited supply, in conjunction with a large consumption, has told upon stocks, which are now much reduced. In Pine Timber and Deals a further advance has been established.

"Quebec Pine.—There has been a fair supply of this article, and the improved demand noted in our last has continued. Most of the late arrivals have sold from the quay. By auction an inferior cargo sold at 16 1-4d per foot, and by private sale, 70 feet average, of fair quality, at 17 3-4d per foot.

"St. John Pine.—There have been no arrivals of large wood, though several cargoes are now due; such is wanted. The small size and inferior wood is a shade higher, but not in request.

"Spruce and Pine Deals.—The supply to this period is only one-half of last year: it does not appear probable that this deficiency can be made up this season, and as the consumption continues on a very extensive scale, holders have obtained a considerable advance on former rates. They are now worth our quotations."

—Farnworth & Jardine.

"Since our Annual Circular, dated the 1st February, 117 vessels, 95,178 ton register, wood-laden, have arrived from British North America, viz, 37 from Quebec, 52 from St. John, N. B., and 28 from other ports; at the same date last year, 190 vessels, 146,599 had arrived.

"Yellow Pine Timber.—Quebec, per cubic foot is 5d to 1s 7d. St. John, 18 inches average 1s 10d to 2s 1d. Miramichi 1s 4d. Bay Chaleur 1s 4d to 1s 6d. Richibucto 1s 2d to 1s 4d.

"Pine Timber.—The import from Quebec has been about equal to an average of the last five years, the quality in most instances being inferior. One cargo of 60 feet average, sold by auction from the Quay at 16 1-4d per foot. Several have changed hands by private treaty, the price not transpiring. A cargo of good quality, 70 to 75 feet average, would realize 18d to 19d per foot.

"Of St. John there are no sales to report since our last, higher prices are asked than our quotations.

"N. B. and N. S. Pine and Spruce Deals.—The arrivals, owing to the late easterly winds, have been few, and prices are higher: early cargoes will find ready sales at our quotations. The supply since 1st February consists of 1,341,227 pieces, against 2,622,129 pieces at the same time last year. The stock is moderate and consumption fair."—A. F. & D. MacKay.

#### LOCAL.

SUPREME COURT.—The business of the Supreme Court terminated on Tuesday last. The following Criminal cases were thus disposed of, viz:—

John T. Williston, Deputy Treasurer, v. James Fitzpatrick, for assault in discharge of duty. No Verdict, the Jury not agreeing.

J. C. Carmichael, Revenue Officer, v. James Fitzpatrick, for assault in discharge of his duty. Verdict, not guilty.

William Craig, for killing his Wife. Verdict, manslaughter. Sentence, two years in the Penitentiary.

Thomas Moore, indicted for Larceny. Verdict, Guilty. Sentence, six months in the Penitentiary.

BIGGER ONCE MORE ARRESTED.—After preambulating this and the adjoining Counties, frequently appearing in places where he was recognized, the notorious Bigger, who, it is recollected escaped from the Penitentiary at St. John, and subsequently from Newcastle Gaol, in this County, has at length been captured by stratagem near the Grand Falls. He arrived at Newcastle on Wednesday evening last, and is again lodged in Gaol, where it is hoped he will be more severely looked after until he be brought to trial, which we fear will be nearly a twelvemonth, unless a special Commission be issued by the Governor; and to avoid the expense which would be entailed upon the County if he is kept in confinement until next year's Supreme Court, we trust an application will be made to His Excellency for this purpose.

FIRE.—We are sorry to have it to record that the Saw Mill, in Upper Nelson, owned by Rowland Crocker Esq., was burned to the ground early on the morning of Wednesday last.

THINK BEFORE YOU DRINK.—Yesterday a person whose name and address we do not mention now, was fined 20s. with costs by W. Letson Esq., J. P., for being drunk in the streets of Newcastle, on Monday last, on the personal evidence of the Revd. James Hudson. The Magistrate agreed to send the fine to the Overseers of the Poor, for the Parish of Newcastle, where the offence was committed.—Communicated

On Thursday evening last, one of those disreputable scenes which often occur in towns where there is not an efficient police force, took place in Chatham, and is another instance of the need we have, for not only a Lock up House, but a Constabulary, ready and willing to do their duty when called upon.

We acknowledge the receipt of a new paper printed in Sackville, it is called the Borderer or Westmorland Advocate. It is printed by Edward Bowes, we wish it success.

During the week a man was committed to Gaol for assault and robbery.

The letters with remittances from Campbellton, New Richmond, and Kingston, came safely to hand.

#### BOWSER'S HOTEL.

##### ARRIVALS DURING THE PAST WEEK.

Donald Robinson, Kouchibouguac; John G. Alers, Dalhousie; Donald Henderson, do, Hon. J. Montgomery, Fredericton; Mr Smith St. John N. B.; Mr Grant, Richibucto; Geo. Moffat, Dalhousie; Capt. Allen, Liverpool, Eng.; John McMillan, Campbellton; J. Travis, Oak Bay, C. E.; A. C. Desbrisay, Dalhousie; Jas. Young Esq., Tracadie; John Doran Esq., Shippagan; Jas. Montgomery Dalhousie.

#### SHIP NEWS.

##### PORT OF CHATHAM—MIRAMICHI.

ENTERED.—Sept. 13—ship Araminta, Lettoun, Bristol, A. Fraser.

15—schr. Mary Jane, Fraser, Dalhousie, hides, master; Victoria, Billois, Quebec, general cargo, R. Johnstone and others; St. Vallier, Douglade, Quebec, general cargo, Burke & Noonan and others.

Sept. 19—schr Pere, Barth, Gaspé, fish, D. Cartier.

CLEARED.—Sept. 12—schr. Villager, Watt, Halifax, general cargo, W. J. Fraser & Co. and others.

15—Victoria, Lillois, Richibucto, flour and pork; Mermaid, Gallant, P. E. Island, salt, Gilmour, Rankin & Co.

17—F. R. Goodman, Allan, Boston, general cargo.

Sept. 12—American schr Star King, put in here, want of foremast, repaired, and sailed on the 17th.

17—schr. Mary Jane, Fraser, Deltruse, mill machinery, Dunlop & Johnston; Annie Maria, Joyce, Boston, C. E. Letson.

##### PORT OF NEWCASTLE—MIRAMICHI.

ENTERED.—Sept. 17—ship Henrietta, Battershell, Quebec, timber, Gilmour, Rankin & Co.

18—brigt Messenger, Rouchir, Nwfid., Gilmour, Rankin & Co.; bark Tuscarora, Cain, Dublin, do.

CLEARED.—Sept. 12—brigt Dynamene, Crossman, deals, Penrith roads, J. H. & J. Harding.

17—bark Jane Levitt, Perry, deals, Newry, Gilmour, Rankin & Co.

18—schr Loyalist, Fallen, Bctouche, master.

##### PORT OF DALHOUSIE.

ENTERED.—Sept. 15—schr Sylph, Landry, Carleton; St. Vallier, Gagnie, Quebec, Donald Stewart; H. M. S. Arab, Commander Pierce, Charlottetown, P. E. I.

CLEARED.—Sept. 15—schr Sylph, Landry, Carraquet; St. Vallier, Gagnie, Bathurst.

The Arab sailed on the evening of the same day she arrived.

##### VESSELS SAILED FROM BRITAIN.

Sailed for Bathurst—Algeria, Rankin, Gilmour & Co. Sailed for Richibucto—Highland Brigade, R. Morrow, Son, & Co.

## PLOUGHING MATCH.

### CATTLE SHOW

OF THE  
Northumberland Agricultural  
SOCIETY,  
FOR 1856.

The Ploughing Match and Cattle Show of the Northumberland Agricultural Society will take place near the Town of Newcastle, on THURSDAY, the 9th day of OCTOBER next.

#### PLOUGHING MATCH.

The Ploughing Match of the present year will consist of two classes of Ploughmen.

Class No. 1, to be open to all who are Members of the Society. Prize of £3 0 0.

Class No. 2, to be open to all, except such as have taken the first prize two years.

6 Prizes.—viz:—1st Prize £1 5 0  
2nd " 1 2 6  
3rd " 1 0 0  
4th " 0 17 6  
5th " 0 15 0  
6th " 0 12 6

#### RULES FOR THE REGULATION OF THE PLOUGHING MATCH.

1st.—Teams must be on the ground by nine and ready to commence work by 10 o'clock, A. M.

2nd.—No person shall be eligible to compete for a prize who has not been a Member of the Society at least one month previous to the day of competition.

3rd.—Three Judges will be appointed by the Board, and their names will be announced by the Secretary on the morning of the Ploughing Match.

4th.—The Society will provide for the Ferryage of all Horses that have been actually engaged in the competition of the day.

6.—That no person shall be allowed to assist the ploughmen, or in any way interfere with, or accompany them, after the Ridges have been staked off, and the first furrow or round completed.

#### CATTLE SHOW.

##### RULES AND REGULATIONS.

1st.—No person will be deemed eligible to compete for any prize, who has not been a member of the Society at least one month previously to the day of competition.

2nd.—All Cattle and Horses must be on the ground and ready to be entered for competition by 11 o'clock, A. M.; after 12 o'clock none will be admitted.

3rd.—To render any animal admissible for competition, it will be necessary that its owner shall have been a member of the Society as above; that the exhibitor be prepared to prove that he is the owner of the animal, and its breed and age.

4th.—Three Judges will be appointed on the morning of the Show, and their names will be announced by the Secretary.

5th.—The decision of any two of the three judges shall be final. But except in the case of bulls and swine, the judges shall not withhold any premium or prize, on the ground that the animal exhibited was not worthy of it.

6th.—The Ferryage of Cattle and Horses entered for competition, having crossed the River will be provided for by the Society.

##### PREMIUMS FOR CATTLE AND HORSES.

Best Bull, 3 years old,	£1 10 0
Second do, do,	1 0 0
Best Bull, 2 years old,	1 5 0
Second do, do,	0 15 0
Best Heifer, 2 years old,	1 0 0
Second do, do,	0 15 0
Best Heifer, 1 year old,	0 15 0
Second do, do,	0 10 0
Best Ram, 2 years old,	0 15 0
Second do, do,	0 10 0
Best Ram, 1 year old,	0 10 0
Second do, do,	0 7 6
Best Ewe, 3 years,	0 10 0
Second do, do,	0 7 6
Best Ewe, 1 year old,	0 10 0
Second do, do,	0 7 6
Best Boar, 1 year old,	1 5 0
Second do, do,	1 0 0
Best Sow, 1 year old,	0 15 0
Second do, do,	0 12 6
Best Colt or Filly, 3 years old,	1 10 0
Second do, do,	1 0 0
Best Colt or Filly, 2 years old,	1 0 0
Second do, do,	0 15 0

By Order of the Board  
JAMES CAIE, Secretary  
Clatm, 14th Aug, 1856.

#### Tailoring Establishment.

The Subscriber returns his sincere thanks to his numerous patrons for their very liberal support since his arrival in Miramichi, and begs to assure them no effort will be wanting on his part to merit a continuance of the same.

G. A. BLAIR.

Opposite Bowser's Hotel.  
Chatham, 16th August, 1857.