

and his opponent, Hon. J. H. Cameron, were present, a fearful row took place. Cameron's friends made a rush on the platform with sticks, and made an attack on Mr Brown's. Some policemen, friends of Mr Cameron, took part, on the plea of restoring order. After order was restored the respective candidates called for a show of hands in their favor. An immense crowd followed Mr Brown to the *Globe* office, from which he addressed them.

"The *Globe*" says the excitement in Canada is unprecedented. Petitions to the Queen for Sir Edmund Head's recall are being prepared in many places, and addresses of sympathy to the retiring Ministers, under the influence with which they have been treated are proposed. Public meetings are being called over the country expressing want of confidence in the Governor's present advisers.

"The inhabitants of Bowmanville turned out in a torch-light procession, and very unwisely burned the Governor-general in effigy, after which they gave three cheers for the Queen, and three more for Messrs. Brown and Dorian."

ATLANTIC CABLE.

Our American papers are filled with accounts of the rejoicings which took place in the principal cities of the Union, on the receipt of the successful completion of the laying of the Cable. Not content with this, it has been decided to have a further demonstration on the 1st September, the day on which the Directors of the Company have agreed to open up the line for the use of the public.

The Station at Bay of Bulls, Newfoundland, has been named Cyrus, in honor of Cyrus W. Field, the gentleman who has taken such an active part in the undertaking. Where is Gisborne, the Projector of the line—surely he deserves some marks of attention, as he has had much toil and anxiety respecting the enterprise.

The Queen's Message, it appears, was not the first telegram sent over the wires, but the following from the Directors in Britain to the Directors in the United States:—

Cyrus Station, N. F., Aug. 16.

To the Directors of the Atlantic Telegraph Company, New York:—

Europe and America are united by Telegraph.

"Glory to God in the Highest, and on Earth Peace, Good Will towards Men."

Directors Atlantic Telegraph Company, Great Britain.

The following intelligence communicated by Mr Field, appears in the papers:—

"Mr Cyrus W. Field states that there is not the slightest doubt that the Cable is an entire success, as great or greater than its most sanguine friends anticipated. By the Persia, on the 18th, he wrote to the Directors to prepare another Cable at once, as it is evident that the present will, in a short time, transmit messages as rapidly as an air line, but will not be sufficient for the business. Until the 1st of Sept. the line will be closed to all messages excepting those from the Governments of Great Britain and the United States.

"Mr Field's official report to the Directors of the Company is published. He says messages passed both ways through the cable with entire success before he left Newfoundland, otherwise he would have remained longer."

It is said that—

"The batteries to be used in sending messages over the Atlantic Cable are of Wheatstone's patent, and of such exceeding power that they will keep the 1950 miles of wire continually charged with electricity. They are immense combinations of zinc and platinum, arranged in the manner of layers of natural atoms. Notwithstanding the immense power which is required of them, such perfection has been reached in the construction of telegraphing machinery, that these batteries will be constantly operated at a cost of not more than a shilling an hour."

STEAMER IN THE GULF.

We insert with much satisfaction the following intelligence respecting the *Lady Head*, from the *Pictou Chronicle*, of August 19. We heartily subscribe to the remarks of the Editor in reference to the importance of the route, and the accommodation it has been to the inhabitants residing on this side of the Province, but particularly in the district of Gaspé:

"The steamer *Lady Head* arrived here again this morning, punctually to the hour, as usual. We are glad to learn that the prospects of this line being established are becoming quite favorable. Already the steamer is overcrowded with passengers on the upper end of the route between Quebec, Paspébiac and Gaspé, and both passenger and freight list to the lower ports are increasing every trip. On her last trip she had, independent of what she landed at the Canadian ports, upwards of 300 bbls. freight, for Dalhousie, 180 for Miramichi, and 240 for Pictou, and on her present trip she was also well freighted, particularly for the upper ports.

"The importance of this line of steamers to

the people of the lower Provinces, particularly those residing on the shores of the Gulf, can scarcely be over estimated, and the Legislatures of Nova Scotia and New Brunswick should follow the example of Canada, and contribute liberally to its aid. We have heard it stated, and we believe there is some truth in the report, that if the Legislatures of these two Provinces at their next sitting suitably recognize the claims of this route, that two steamers instead of one will be placed on the line next summer, making a weekly communication between Quebec and Pictou and the intermediate ports. And it will then only want the connecting link of the railway between Halifax and Pictou, to make one of the most delightful routes of travel for summer tourists from the United States and Canada West to be found on this continent."

NEWFOUNDLAND.

We are indebted to the Boston Journal for the following interesting intelligence from the above-named Island.

"The British Government decline to afford Imperial aid to secure the project of direct steam communication between the Island and the Continents of Europe and America, unless some more competent agents undertake the work than the parties in whose behalf that aid had been sought—they having had a contract (to convey troops to India) with the same parties before, which had to be terminated by reason of the contractors' inability to carry out the agreement.

"We copied from the Salem Gazette, last week, a statement respecting the proceedings of the French Fishermen on the Banks, the extensive use of whose bultows having the effect of driving our fishermen from the fishing grounds altogether, as they have already served the Newfoundland Fishermen. Now we have advices from the Labrador which affirm that imperative orders have been given by the French naval commander to all the settlers, other than French, on the north side of Newfoundland; (the south side of Straits of Belleisle) to quit the coast and give up fishing. Some of the inhabitants, it is said, have been in possession of their habitations for nearly a hundred years, yet have been ordered to leave their fishing grounds before the first of August—notwithstanding the liberal professions of concord and amity expressed by the French officials on the occasion of the presentation to the British Government of the remonstrance of the Newfoundlanders against French encroachments. These advices also state that large fields of ice, extending some hundred miles north of the Straits of Belleisle, were floating about; that no codfish had made their appearance, and that it was feared the salmon and net-seal fishery would prove failures this season, by reason of the very large quantities of drift ice along the coast, which prevented fishermen from setting nets."

UNITED STATES.

The bell tower of the City Hall, New York, was destroyed by fire, and the upper story of the building seriously injured, on the night of the 17th inst. The building had been illuminated on the occasion of the satisfactory tidings received respecting the Atlantic Telegraph Cable.

In speaking of the accident, the New York Times of the 18th says:—

"For a long time it was feared that the Records of the Common Pleas, of the Sheriff's Office, of the County Clerk's Office, of the Common Council, and of the other departments of the City Government kept in the City Hall, would be destroyed. It is thought, even, by experienced firemen, that the base of the cupola would be burned before the upper portion had been seriously injured, and that its fall would convey the fire to the lower apartments. In preparation for this event, Mr Myers, one of the clerks under Mr Valentine, who was early at the scene, caused a number of policemen to be placed at the entrances to the rooms occupied by the departments, with directions to commence the removal of records as soon as the main building should be announced on fire. The result, however, was, that the tower remained standing, as we have said, until it was almost entirely consumed, and that no fire was communicated to the stories below, except what fell harmlessly through the dome upon the marble pavement of the main hall.

"The fire was extinguished at an early hour this morning, and was, through the exertions of the firemen, confined to the upper ornamentation, and the highest, which was an unused story of the building. So far as could be ascertained at the time we went to press, (4 o'clock,) the Records had not been injured.

"What appears to be the most authentic statement of the commencement of the fire is, that the unconsumed portions of the fireworks falling upon the roof unobserved, and allowed to remain there unextinguished, ignited the ornamental work surrounding the base of the cupola, and eating inward had communicated to the interior before any alarm was given. When discovered, it was supposed that it was a small matter, and could be extinguished by a few pails of water. After the fragments of the cupola had fallen, the bell tower caught, and before it could be extinguished was nearly destroyed. The frame work supporting the bell was not consumed, and the bell still remains in position."

EUROPEAN NEWS.

WEDNESDAY's mail put us in possession of a summary of the news obtained by the *Persia* and *Saxonia*, at New York. The latter vessel brings dates to the 4th August. Parliament was prorogued by commission on the 2nd.

On Tuesday evening last, the mail steamer Canada arrived at Halifax, and her mails for this quarter reached Chatham yesterday morning. Our files of Liverpool and London papers, which are to the 14th of the month, contain but little in addition to our previous stock of intelligence. We have made a few extracts, which will be found under their proper heads.

NOVA SCOTIA.

THE 8th of September is the day set aside for the Regatta in Halifax harbour. The inhabitants of that city have held a meeting to discuss the way in which they shall receive their countryman, General Williams, who is daily expected from Britain. It was decided to present him with an address. A dinner was proposed, but the meeting separated without coming to any decision on the subject. They were to have another meeting, when the committee appointed would make arrangements, and the subject of the mode of reception would be further discussed.

Since the above was put in type, we have been put in possession, by Friday's mail, of Halifax papers of a later date. They contain the account of the arrival of the Steamship Canada, and the reception of Gen. Williams, who came out passenger in her. We clip the following from the Sun:—

"The R. M. Steamship Canada arrived at Cunard's wharf about 9 o'clock last evening—having on board our distinguished countryman, General Williams. An immense concourse of citizens assembled to greet him on his landing. The Mayor, Corporation, and Committee waited on the General, who was conveyed in a carriage with his Worship the Mayor, and Rev. Dr Twining to the Waverly, in front of which, in a short time, hundreds of persons of both sexes were assembled. The repeated cheers from those outside drew the General to the window, from whence he expressed his heartfelt thanks for the reception given him—and assured them he should remember it as long as he lived. Sir F. Williams is a thick set, hearty looking gentleman, upwards of fifty years of age we should suppose; he appeared in excellent health, and which, we trust, he may long enjoy."

COUNTY GLOUCESTER.

A Correspondent at Bathurst has furnished us with the following items of local news.

Launches.—In July last, from the building yard of Messrs. Ferguson, Rankin & Co., the bark "*Ceylon*," 598 tons new measurement. She was built under the special survey of Lloyd's Inspector, Samuel Laphorn, Esq., and Classed for 7 years. She cannot be surpassed in the Colonies for material and workmanship. Master builder Mr James Willis.

From the yard of Messrs. G. & A. Smith, the brig "*Evangeline*," 199 tons new measurement, also built under special survey, and Classed for 7 years. She is also of superior model and workmanship, and reflects much credit on the master builder, Mr Wm. Gammon. Both the Vessels are yellow metal fastened and iron kneed.

LOCAL.

POST OFFICE.—The Postmaster General has furnished us with the following satisfactory answer to our question in last week's Gleaner. The charges are made in accordance with an Act of the Legislature, to be found in Vol. I., page 93, sec. 16 and 17 of the Revised Statutes. This law for some time was a dead letter, but being brought under the notice of the Council by the Postmaster General it was ordered that the law be put in force with the following reduction in the rates: from 2d. to 4d., and from 3d. to 1d.; whereupon the Postmaster General issued the following Order to the Postmasters throughout the Province:—

"General Post Office, Fredericton, April 3, '58.

"Sir,—I have to inform you that until further orders, the following rates will be charged on Pamphlets, Printed Books, and Periodical Publications, (Newspapers excepted) viz.:—For every ounce up to six ounces, one half-penny, and one penny for each additional ounce up to sixteen ounces, above which weight none of the above mentioned can be forwarded by Post. Pamphlets or Tracts not over two ounces are free; also Parliamentary and Government papers.

I am, Sir,

Your obedient servant,

JOHN M. JOHNSON, Junr."

THE CROPS.—The accounts received of the state of the crops throughout the country, are of the most favourable kind. There is every appearance that there will be abundant crops of Wheat, Oats and Potatoes.

THE FISHERIES.—We perceive by our American exchanges, that notwithstanding the vast number of vessels fitted out this season for the mackerel fisheries in the Gulf of St. Lawrence, the catch up to the present has been unsuccessful, numbers having returned home to port with less than one hundred barrels on board. The schooner *Union*, which was built and fitted out in this Port for the prosecution of the Mackerel Fishery, after a cruise of two months, arrived in Chatham last week with but 90 barrels of fish on board. She sailed for the fishing grounds yesterday, to meet, we hope with, better success than she has hitherto done.

PUBLIC HOLIDAY.—To the attention of the Hon. John M. Johnson, we are indebted for a telegram received last evening, to the effect that a Proclamation has been issued, appointing Wednesday next to be kept as a Public Holiday for the celebration of the laying of the Atlantic Telegraph Cable.

The Halifax Sun, in speaking of the depredations of the rowdies in Chatham, remarks:—"the authorities appear very inactive in that quarter."

The copy of the "*Daily Post*" received; we return thanks to our friends in Richibucto for their attention.

SHIP NEWS.

PORT OF CHATHAM, MIRAMICHI.

ENTERED—Aug. 21—schr Clara, Boldin, Quebec, flour &c., D. Elkin and others.
23—bark Regina, Johnson, Providence, U. S., L. P. W. DesBrisay.
27—schr Three Brothers, Boldin, Quebec, flour &c., T. Vondy and others.
28—schr Shannon, King, Boston, general cargo, W. J. Fraser and others; Roderick Randome, McKay, Montreal, flour &c., Gilmour, Rankin & Co.
CLEARED—Aug. 26—schr Responsible, Bell, Boston, fish, W. J. Fraser & others; Clara, Boldin, Richibucto, flour &c.
27—schr Elizabeth, Campbell; P. E. Island, limestone and shingles, master.

PORT OF NEWCASTLE, MIRAMICHI.

ENTERED—August 14—brig Hubertus, J. Ferris, Newfoundland, J. H. & J. Harding.
23—brig Allanna, M. Jobling, Harbour Grace, Gilmour, Rankin & Co.; schr. Amelia Adelaide, LeBlanch, Pictou, coals, A. Fraser.
CLEARED—August 16—brigs Triumph, J. H. and J. Harding, deals, Limerick; Johanna Emilie, do., deals, Hartlepool.
17—schr Liberator, Gilmour, Rankin & Co., deals, Halifax.
18—bark Tenlonia, Gilmour, Rankin & Co., deals, Belfast.
19—bark Argo, Gilmour, Rankin & Co., deals, Belfast.
24—Christiana, J. H. & J. Harding, deals, Dublin.
25—schr. Aurora, J. H. & J. Harding, boards, P. E. Island.
26—schr. Amelia Adelaide, A. Fraser, alewives and shingles, Halifax; Villager, G. Burchell and others, alewives and shingles, Halifax.

PORT OF RICHIBUCTO.

ENTERED—August 9—schr. Crocodile, Miramichi, flour, L. P. W. DesBrisay; bark Anne Hall, Belfast, W. S. Caie.
16—schr. Conservative, P. E. Island, L. P. W. DesBrisay.
24—brigt. Sweetheart, Belfast, W. S. Caie; schr. Ellen, Charlottetown, P. E. I., L. P. W. DesBrisay.
CLEARED—August 12—bark Neptune, Liverpool, deals, L. P. W. DesBrisay.
14—brig Margaratha Louisa, Drogheda, deals, W. S. Caie.
17—schr. Louis Furrier, lumber, Canso, S. Graham.
21—bark Anne Hall, Belfast, deals, W. S. Caie.
21—bark Equity, Liverpool, deals, J. Jardine & Son.

PORT OF DALHOUSIE.

ENTERED—Aug. 20—schr Sea Boat, Talbot, Quebec, Geo. Moffatt, and others.
23—stmr Lady Head, Davison, Pictou, via Miramichi.
24—schr Joseph, Lane, Boston; Lady, Boudreau, Quebec, Donald Stewart.
CLEARED—Aug. 23—stmr Lady Head, Davison, Quebec, passengers; schrs Lady, Boudreau, Campbellton, W. H. Parker; Sea Boat, Talbot, do., Wm. Murray.

PORT OF SHELBAC.

ENTERED—Aug. 16—schr Convoy, Hurst, P. E. Island.
17—schr Mary, LeBlanc, P. E. Island; stmr Westmorland, Evans, do., passengers and mail.
18—stmr Lady Head, Davison, Quebec, passengers.
20—schr Convoy, Hurst, P. E. Island; Trial, McKenzie, Arichat, fish; stmr Westmorland, Evans, P. E. Island, passengers, &c.
21—stmr Lady Head, Davison, Pictou, passengers &c.
24—stmr Westmorland, Evans, P. E. I., passengers &c.